



## Ed Adams — 2010 Southern Circuit Champion

*Ed Adams*

*Since his tenure amid one design classes earned him the U.S. Rolex Yachtsman of the Year award in 1987 and 1991, the pull of professional sailing has taken Ed Adams away from his roots. Here is his story for how he returned:*



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My journey to the Lightning Class began in January of 2009 in the crowded boarding lounge at Key West airport after Race Week. The fellow in the adjacent seat looked vaguely familiar; he introduced himself as Bill Faude.

Bill gave me the ten-minute sales pitch as we waited to board our flights, and he was effective. The Lightning Class really offered all that I missed in sailing. In the past I had owned many boats, including Lasers, Snipes, Stars and J24s, and I really missed participating in the regatta circuit. Not that I was absent from sailing; I have spent the last twenty years as a sailing coach, but there was very little time on the tiller. I told Bill I had logged 700 hours that year driving a powerboat. He told me to buy a Lightning.

The idea percolated as the economic recession deepened all summer. I found myself with a lot less work, a lot more free weekends, and an even greater desire to get back to steering my own boat again. I considered a number of classes, including the Star, the Melges 24, and the Etchells, to name a few. But when it came to most fun for your buck, none came close to the Lightning.

As I poked around the various class websites, a few things were obvious about the Lightning Class:

- 1) It is perhaps the best organized class in the US;
- 2) The Class invests more effort in building fleets and attracting new sailors;

—continued on page 11

## **President's Column**

**Brian Hayes, Sr.**

My deck needs staining. No, not the deck of my Lightning. The deck that is attached to my house. The only reason I know this is it was warm enough last week to sit on it and watch the kids play in the yard with the dog. Spring has arrived. That's good news for all of us who have been battling snow and rain and cold for the past several months and are ready for some sunshine, warmth and sailing. We are, literally, days away from the "unofficial" kick off to racing season in the northeast and the year is jam-packed with events for races, non-racers and Lightning "support staff". Get a jump on your fleet and get your boat ready for racing and sailing this weekend. Here's a few things you can do:

- Get your new safety line. Minimum 3/8" diameter and 50' long. You'll need it for Districts and NAs.
- Book a house, condo or hotel for NAs. Ratio is 4:1 so the chances are good that you will qualify if you sail your Districts.
- Join the ILCA. The website is up and running again and member services and benefits are as good as they have ever been.
- Attend a Lightning Lab. There are several scheduled throughout the US, and one is planned in Brazil.
- Look at a calendar and find at least two or three



"travel" regattas to go to this year. It will "up your game," you'll meet new (and interesting) people and, most importantly, it's fun!

The Southern Circuit results and "goings-on" are well documented throughout this issue. It was a great time with awesome hosts, relaxing venues, well-run racing, nice weather (it did rain one day) and gracious southern hospitality. Thanks to each of the host clubs, to the competitors and to Southern Circuit VP Laura Jeffers for putting it all together. Lastly, thanks to all those who bought 50/50 tickets at the banquet. The monies raised will be used to support additional country participation in the 2010 Youth Worlds.

In case you didn't know, the ILCA Office has the ability to email members of your district or area on pertinent issues, such as district meetings, events, etc., so if you have an upcoming event or meeting and you want to get the word out, contact Jan with the info

and your target area, and a notification can be sent directly to the Class members you want to have the information. Just another member benefit for Class members. Someone once said membership has privileges!

Well I have a list to tackle. I need a new safety line, the boats need to get prepped for the season and my deck needs staining. First things first....

## **Official Notices**

### **Safety Line Amendment Passes — Effective May 1, 2010**

At the Winter Meeting of the ILCA the amendment regarding safety line (see below) was voted on by the general membership and passed. This ruling will be in effect starting May 1, 2010 and will apply to all sanctioned Lightning events as well as events or series that utilize the Lightning Class rules. Many thanks to all that supplied information, feedback as well as to all those who participated in the voting. Please feel free to email Bill Clausen, Chief Measurer ([measurer@lightningclass.org](mailto:measurer@lightningclass.org)), with any questions regarding this ruling.

### **ILCA By Laws**

#### **ARTICLE VIII - RACING RESTRICTIONS PORTABLE EQUIPMENT**

##### **a) Mandatory**

i) Ground tackle shall be a fluke-type anchor weighing not less than 1.8 kg (4lbs) with 15.24m (50 feet) of line attached. **The line shall be 3/8 inches (9.525mm) in diameter. It shall be made of Nylon or Dacron. Exotic materials or polypropylene are not acceptable. This line is to be a safety line to serve as a towing as well as an anchoring line.** Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate.

### **Vice President of World Championships**

Thank you to David Starck for offering to fill the position of Vice President of World Championships. Bill Mauk is unable to continue serving in that role.

### **Executive Committee Ruling**

At the request of the North American Championships Organizing Committee, the Executive Committee has approved a qualification ratio of 1:4.



## Official Notices

### **Minutes of the 2010 Midwinter Governing Board Meeting**

March 18, 2010—St Petersburg Yacht Club

#### **Call to Order**

The Governing Board Meeting was called to order by President Brian Hayes at 9:07 AM

Roll Call by Secretary Robert Ruhlman. In Attendance: Rob Ruhlman, Brian Hayes, Bill Clausen, George Koch, Bill Faude, Debbie Probst, Ian Edwards, Amy Smith Linton.

Reading of the Minutes from the last meeting.

Amy Smith Linton made a motion to dispense with reading of the minutes, seconded by George Koch, and unanimously approved.

#### **Reports of Officers**

##### President's Report - Brian Hayes

President Hayes reported that there have not been any large problems, his job has been easy. Bill Faude commented that perhaps the lack of attendance at this meeting is a sign that people feel like things are going smoothly with the Class.

##### Treasurers Report - John Faus

Treasurer John Faus reported that the change made to distributing the yearbook via CD format helped keep our costs down in 2009 and made last year's financials work. The budget is very conservative for 2010.

##### Chief Measurers Report - Bill Clausen

Chief Measurer Clausen reported that he had a great year with measurement. Sodus Bay had twenty-three volunteers that Bill taught the measurement process. Measurement was fast, no wait. At the Worlds, they were great also, very organized, no waiting or lines. Volunteers were outstanding at both events. In January he held a Measurement Training weekend in Buffalo New York at the Allen Boat Company. It was an all-day, eight-hour session measuring a boat. With one more session the new team and each individual will be capable of certifying boats. Bill reported that we have our new scale, and he will be using it here, for those who wish to weigh their boats.

Bill Faude complimented Bill in getting the training session organized. It wasn't long ago that the Class was concerned that we would not have trained measurers.

##### Secretaries Report - Rob Ruhlman

Rob Ruhlman reported on the 2010 membership to date.

#### **Vice Presidents and Committee Reports**

President Brian Hayes commented that maybe we should consider raising the cost of the printed flashes. VP Southern Circuit Laura Jeffers did a great job getting members this regatta. Ian Edwards commented that perhaps we should start next year's membership in November/December. Class Secretary Jan Davis reported on the problems she had with the migration of our website to new servers, the subsequent need to find a new web host and the down time for the online membership payment process. This forced the implementation of the 2010 membership drive until early March.

VP ISAF David Sprague, submitted a written report. President Brian Hayes thanked him for his report and commented that David does a great job representing the ILCA with ISAF. Brian reports that David has requested the Class submit a number of proposals to ISAF. The ILCA submitted a proposal regarding the composition of the ISAF Board of Directors.

For the 2010 World Youth Championships John Atkins submitted a written report. Currently committed are three teams each from US and Canada. Finland, Italy, Greece are interested, but money is the issue. It is key to have participation from as many countries as possible. It would be wonderful if we could set up an airline miles donation program. Bill Faude asked if our funds could help with these transportation costs. Reply from Brian Hayes, the problem is that the expense is significant and it recurs every two years. We have new faces here this year, perhaps someone could get involved and help come up with a solution. Rob Ruhlman offered to check with his people to see how to organize using miles. Perhaps Matt Fisher would have some suggestions. Bill Faude suggested that perhaps funding the Youth Worlds could be an international program akin to the Boat Grant Program. President Brian Hayes raised the idea that perhaps we could do a 50-50 Saturday night to seed a fund for airlines. Ian Edwards raised the point that this would also help raise the profile of supporting European teams. Amy Smith Linton suggested another area that might need our support is Chile. John Faus said that we need to talk with Victor and Tito to see what the situation is in Chile and at what point they will be concerned with Lightning sailing again. Bill Faude offered to work on the 50-50 Saturday night. Brian Hayes will ask Bob Birkenstock for raffle tickets.



John Faus talked to Victor Lobos in Chile and reports that all the boats are OK. The Club in Vin del Mar is OK, many boats washed away. The city of Concepcion was basically destroyed.

Brian Hayes reports that Laura Jeffers, VP Southern Circuit, has done a great job. Brian is very pleased with how it's gone this year. Brian reports on behalf of Todd Johnson, VP North American Championships, that Toms River Yacht Club has room for ~100 boats. It will be expensive this year, the cost of housing will be high at the New Jersey shore. WJM will be good. Jody Lutz and his team are on top of things for that event. He expects a good turnout of Women's and Juniors' teams. Thirty volunteers are already in line for measurement. Tom's River is a great place to sail. They will have lots of social events included in the entry. 2011 North Cape, they always do a nice job. 2012, nothing is locked in now. Southern Yacht Club will be putting in a bid. Southwest Circuit has been very successful. For 2012 it would be great to hold the NAs in the Southeast or Southern District.

Brian further reports that James Taylor, VP US Pan Am Trails, has done a great job dealing with US SAILING. It has been extremely difficult getting this organized. Qualification slots will likely be, two from a Pacific Coast event, top three, top four, the rest from NAs. Sheboygan, Rush Creek, Davis Island have submitted bids to host the trials. The trials will be held early to mid October. James has asked the Executive Committee to review the proposals. Davis Island has conditions more like Puerto Vallarta; Dallas would be a good thing for the Lightning fleet. The EC has not made up its mind. All would do a great job.

VP Boat Grant Debbie Probst reports that we sold a boat and purchased a one-year-old boat in an effort to keep the equipment used in the Boat Grant Program top quality. Currently, we have an Allan for sale. Perhaps it's been bought. So the Class will own one boat. Allan Boat Company and Nickels Boat Works have each generously donated a boat for this year. Three teams have been selected by the evaluation Committee—one from Chicago, one from Annapolis, and one from North Cape. Karen Park as offered her boat to a team that applied. Brian Hayes stated that he is pleased that we have scaled it back to a smaller number. The grants are more precious if there are fewer of them. Debbie reports that she and Bill spoke to each and every team and many who did not receive a grant boat this year are talking about borrowing boats and participating in the Lightning racing in other ways.

John Faus reports that he was very conservative in putting together the 2010 budget. The budgeted membership numbers will be tight due to the problems with the website. Jan said that there will be expenses as a result of the ISP problems; Sherryl's time is not something that we anticipated or budgeted for. Jan and John reiterated to the group that membership is key this year.

### **Charters Ratified or Revoked**

Secretary Rob Ruhlman announced that we have an application for a new fleet in Sydney Australia, Fleet 519; it has six registered skipper members. Brian Hayes moved to ratify this charter. John Faus seconded.

### **Ratifications of Executive Committee Rulings**

President Brian Hayes reports that the Executive Committee has set the NA Ratio at 1:4, we want good participation from the New Jersey District. He reports that the Executive Committee wanted to set the ratio so that people will have confidence to go ahead and book their accommodations.

### **Unfinished Business**

Safety line: The new Specification is for 50' 3/8 Nylon or Dacron line. The item will be voted at the General Meeting this evening. Bill Faude inquired why the limited types of line. Bill Clausen replied the cost is the reason, and line that gives, that is the key. Bill Clausen reports that Jim Carson did a lot of the research on the appropriate kinds of line for towing. Brian Hayes told the group that the change has the support of the Class and the Executive Committee.

### **New Business**

In addition to the safety line, there are two other proposed changes to the constitution that are on the table right now. President Brian Hayes shared that he wished he had brought the proposals to the Governing Board prior to calling for the vote. The first one deals with the creation of VP of Latin America and a VP Europe. President Hayes feels that changing the Constitution is not required; the President is empowered to appoint VPs at any point. President Hayes would like to table the vote. Ian Edwards suggested that process is important and if the vote has been called for it might be preferable to have someone other than the Executive Committee present the issue with this proposed Constitutional change at the General Meeting. Ian Edwards offered to play this role. He is in favor of these positions but agrees that locking them in via the Constitution may not be necessary.

The second proposed change to the Constitution deals with holding the Annual Meeting at the World Championship every other year. Ian Edwards reports that the feelings are passionate internationally in support of this. The timing of the election of officers is the problem for Brian. Election of officers could take place in the NAs. Worlds dates can vary anywhere from June–November. Ian Edwards reported that at the special meeting in Vermont only the international people showed up because the meeting has taken place in August at the NAs. John Faus expressed his support that the meeting issue is very important internationally. This is a great idea, and the group agrees that further work needs to be done on the election logistics. Bill Faude asked who wrote this proposal; President Hayes reported that it was Bill Mauk. Ian Edwards stated that Bill was reflecting the mood of the meeting. Bill Faude asked how should this play. People need to understand that the Class, the Annual Meeting, should be at the Worlds. The special meeting will be held in the third quarter to elect the officers. Ian would be willing to support the intent that the mechanics of the proposal be fine tuned. Bill Faude reminded the group that some people feel the constitution can be changed. He asked what the objection are to changing the Constitution.

Ian Edwards suggested that between this meeting and the meeting in Buzio that we discuss both of these issues with the non-North American District's leadership. He feels that the appropriate time to hold a vote on these issues is in Buzio. Bill Faude, past ILCA President, reminded the group that the number of VPs we have has been a subject of discussion over the decades. Brian reported that at one point every country had a VP; the VP positions evolved into more task related. Brian expressed his appreciation for the input of the Governing Board. Ian will speak this evening and report at the General Meeting that the Governing Board recommends that the vote on the new Vice Presidential positions should take place at the Worlds, where a thorough discussion can be had.

Bill Faude feels it's good to have someone other than the President speak on behalf of the Governing Board and expressed his thanks to Ian Edwards for the role he has offered to play.

Ian Edwards reports that the European Championship will be held in Nigeria this summer. They have a limited number of boats beyond what the Europeans will be using, but he says that they can accommodate a couple of representatives from North America if anyone would like to participate.

President Brian Hayes raised the issue of how to redefine our areas. Nigeria and Australia need to be included in our documents. Rob Ruhlman offered to think about it and have something ready for a vote at the August meetings.

A general discussion among the group took place about the International Fleet Development Initiative; an additional \$10,000 request will be made to the ILCA Fund Board from the Executive Committee. The Executive Committee sees the program as having been very successful. The ILCA fund provides \$2,500 per container. Two of the four boats sold overseas must produce a new boat built. Debbie Probst commented that most of the boats that have gone overseas are used. The goal of the program is now weighted to get these boats overseas, as opposed to support of the builders. Amy Smith Linton stated that we have lots more good quality used boats in the US available to go overseas. Ian Edwards feels the higher the used boat price, the more likely people are to buy a new one, so reducing the US supply helps the builders. Four containers have gone under the initial funding approved by the ILCA Fund Board.

George Koch raised the point that in the tow line proposal the wording should read minimum size. It is "shall" in the current proposal. He suggests that we amend it in August to read "minimum diameter."

John Faus made a motion to adjourn this meeting of the Governing Board. Seconded by Ian Edwards.

President Brian Hayes expressed his thanks to all who attended for their support and contributions to the discussions.

See website for complete written VP reports: <http://www.lightningclass.org/membership/meetingMinutes/2010/gov-brd.asp>



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*ryan@nickelsboats.com — or — hugh@nickelsboats.com*

## **Minutes of the 2010 Midwinter General Meeting**

March 18, 2010 - St Petersburg Yacht Club

### **Call to Order**

President Brian Hayes called the meeting to order at 6:04 PM..

### **Roll Call of the Fleets**

Secretary Rob Ruhlman called the roll. Fleets in attendance:

5, 6, 12, 34, 36, 42, 54, 71, 74, 77, 69, 62, 75, 126, 154, 216, 228, 329, 488, 335, 510, 253, 435, 348, 109, 511, 99, 499

Proxies held for 326, 35, 192, 189, 515, 129, 329, 405, 126, 5, 510, 74, 274, 3, 180, 303, 388, 435, 511, 509, 50

### **Quorum achieved.**

### **Minutes of the Last Meeting**

Bill Faude made a motion to dispense with the reading of the minutes, the motion was seconded. Motion approved with unanimous consent.

### **Reports of Officers**

#### President Brian Hayes

President Hayes welcomed those who are new participants of the Southern Circuit this year; it's great to see new faces. President Hayes expressed his thanks to the Executive Committee for their support and hard work. He acknowledged the concern of our members for the people of Chile who were devastated by the recent earthquake. They have had their lifestyles turned upside down. He expects it will take eighteen months to two years for them to resume something like a "normal life." They have our full support and are in our thoughts and prayers all the time.

President Hayes announced that the 2013 Worlds will be hosted by Italy. A topic of concern for the ILCA is our Youth World Championships. In order to hold on to this ISAF granted title of "World Championship," we need to have participation from many countries. The cost for junior teams to travel is an impediment to more participation, and our Vice President for Youth World Championships, John Atkins, has asked that we see what can be done to raise funds to help with transportation costs. So, at the Saturday night banquet we will hold a 50/50 raffle to raise money for junior teams. We are also looking into a donation of airline mileage to assist some teams. Please come forward if you have any ideas to help with this need.

This morning the Governing Board granted a new fleet charter to Sydney, Australia. It will be Fleet 519 of the International Lightning Class Association. The fleet founder is Ian Edwards who will be taking four brand new boats to Sydney this year.

President Hayes reported that he and ILCA Secretary Jan Davis have been working hourly on the website issues. It has taken a huge amount of time over the last few months, and we believe that things are now stabilized and fully operational. We are constantly working on streamlining the Class office and reducing the costs of operating the Class. The problems with the membership process have negatively impacted our 2010 membership drive. Please let people know that our website is up and we need their memberships. President Hayes is working on delegating responsibility to the rest of the Executive Committee in preparation for his retirement in August.

#### Treasurer John Faus

Treasurer John Faus stressed that membership is key this year. Please go home to your fleets and encourage membership to keep our operations functioning. A topic that he feels the membership needs to start discussing and thinking about is the yearbook expense. How much value does having the yearbook give the Class and how much time and money do we want to spend producing annual yearbooks. We may be forced into raising dues if we want to maintain the traditional yearbook. The Class financial numbers are very tight. Treasurer Faus reported that this morning the Governing Board approved of asking the ILCA fund for another \$10,000 to promote Lightning sailing overseas. The International Fleet Development initiative has been a huge success in supporting our builders and re-invigorating fleets overseas with new boats. Brad Wagnon made a motion to approve budget as presented, seconded by Dave Werley. All present approved and the motion passed.

#### Secretary Robert Ruhlman

Secretary Robert Ruhlman reported that the Class membership numbers are down, as has been explained by Brian and John. He noted that there are fleets here that are unpaid. He reported that we ratified the charter for Fleet 519 this morning. Rob presented them with a Fleet Charter. Thanks to the Edwards family! We all look forward sailing in a Lightning World Championship in Sydney!

#### Chief Measurer Bill Clausen

Chief Measurer Clausen reports that measurement at the 2009 North American Championships and 2009 World Championship went smoothly. Both events had wonderful teams that were trained for measurement. The process was quick and painless at both venues, and he had no complaints from competitors. On January 23 of this year the Class had a measurement seminar at the Allen Boat Company shop where six to seven more people received training in Lightning hull and spar measurement. The ILCA has purchased a new scale for use at events; it is a 2000 pound load cell, like the one we borrowed in Vermont from the New England District. It can operate both off batteries or main power. David Sprague has been representing the ILCA with ISAF for years and is an ISAF International Measurer;

Chief Measurer Clausen expressed his thanks to David for his help with the Measurement weekend in Buffalo.

#### Vice President's and Committee Reports

President Hayes reported on behalf of Vice President for US Pan Am Trials, James Taylor. James has had a tough job getting the US trials qualification process through US SAILING. US SAILING is involved with litigation that impacts our Pan Am Trials, and we must wait for the resolution of their case before we can receive their approval for our trials process. He expects that the dates and events will be published soon. Aroldo De Rienzo called attention to the fact that twenty-six countries came to Mexico last month and participated in a regatta at Puerto Vallarta, the same venue that will host the Pan American Games. The event was a huge success. He also reported that there will be no Pre-Pan Am regatta in Mexico.

#### VP Youth Worlds John Atkins

President Hayes covered his report above.

#### VP North American Championships

President Hayes reported that Todd Johnson could not attend the Southern Circuit this year. Allan Terhune spoke on behalf of the 2010 North American Championship, which will be hosted by Toms River Yacht Club in New Jersey. The WJM will be hosted by Metedeconk River Yacht Club. The clubs are ready to go; the NA website is live. Social events are planned on the boardwalk; the Committee has been working hard preparing for this North American Championship. The qualification ratio will be ratio 1:4. Toms River is a five-minute drive to the beach. The baseball team will be in town for the week. You can expect a fairly reliable sea breeze, sailing is typically 12-18 knots at that time of year. We sail mid week so motor boat wakes will not be the problem they were during the ACCs last summer. Jody Lutz is the head of the WJM organizing committee. He has been hard at work recruiting Women's and Juniors' teams for the event.

The 2011 NAs will be at North Cape. More details in August.

#### VP Southern Circuit Laura Jeffers

Laura Jeffers reported that our numbers for the overall Southern Circuit are down a bit in 2010. Thank you to those who have helped with the educational opportunities. David Starck and Skip Dieball in Miami. Today Greg Fisher and Brian put on a class room Lightning Lab; Allan and Nick were out on the water coaching afterward. The Lightning Labs have been outstanding this Circuit, it's great to get a little coaching help along the way. Laura expressed her thanks to Amy Linton for her help with the Southern Circuit Blog. 1400 hits to the Scuttlebutt blog so far. It helps to have other voices on the blog. Laura encouraged everyone to contribute. On behalf of the ILCA, Laura thanked Dieball Sailing for the bow numbers used on the boats for this event.

#### VP Boat Grant Program

Debbie Probst reports that the committee has scaled back the program for 2010 and has given out three grants. Chicago, Michigan and Annapolis teams will receive boats. The committee has upgraded the equipment and looks forward to having more time to assist each of the grant teams. Debbie expressed her gratitude to both the Allan Boat Company and Nickels Boat Works for their generous donation of boats for the 2010 program. As Treasurer John Faus stated, we need the ongoing donations from ILCA members for the Boat Grant Program to continue. This program has been a huge success in attracting young sailors to the Lightning and has brought a lot of publicity and attention to the Lightning Class.

#### VP Canada

Valerie Holly announced that the Canadian Open Championship will take place in Montreal, Canada, the weekend of July 3-4, during the Montreal Jazz Festival. There will be lots of great activities for all to enjoy. The hosts will find you lodging if you come and participate.

Class Secretary Jan Davis expressed her gratitude to the Class members who so faithfully donate to the ILCA funds each year. It is our financial strength that allows the Class volunteers to be so effective in growing the Lightning Class. She reported that we are unique among One-Design Classes in what we are able to do because of the generous annual support of our members. Randy Shore agreed noting that other Classes would like to have programs like the Boat Grant Program but are unable to bring together both the financial and volunteer resources for such an undertaking.

#### **Unfinished Business**

Item up for vote:

ILCA By Laws

ARTICLE VIII - RACING RESTRICTIONS

PORTABLE EQUIPMENT

a) Mandatory

- i) Ground tackle shall be a fluke-type anchor weighing not less than 1.8 kg (4lbs) with 15.24m (50 feet) of line attached. **The line shall be 3/8 inches (9.525mm) in diameter. It shall be made of Nylon or Dacron. Exotic materials or polypropylene are not acceptable. This line is to be a safety line to serve as towing as well as anchoring line.** Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate.



President Hayes thanked Chief Measurer Bill Clausen for the work he has done on this proposal. Upon passing, it will be submitted to ISAF for their review and approval. May 1 it will be in effect. After a brief discussion Bill Faude moved that the vote be called for. Secretary Ruhlman called for a show of hands, all in favor except Fleet 71, 74. Proposal passed.

## **New Business**

### Proposed Changes to the ILCA Constitution:

*Article XIV Meetings:* This proposal deals with when the Annual Meeting and elections are held. The proposal has been publicized in Flashes and on website.

Ian Edwards spoke as a member of the Governing Board. He explained that the Constitution requires that the election of officers occurs before September 1. The intent of the proposal is to have the official meeting of the Class take place at the World Championships. Ian feels that additional work needs to be undertaken on this proposal to refine the details for this proposal before it is ready for a vote at the annual General Meeting. He fully supports the intent behind the proposal but proposes it be tabled at this time; he and others will work out the details of the wording and present it in August after further refinement. The election of officers is a problem. The Governing Board and Executive Committee support having the voting at the Worlds; the concerns are about the Constitution requiring the vote happen before September 1. He will have a revised proposal ready for vote in August. Ian Edwards made a motion to table this item for a rewrite. Seconded by Brad Wagon. Kip Hamblet expressed his support for the official meeting to take place at the World Championship. He feels it is important to do this, the concept is worthy. Bill Faude, moved to close discussion. A verbal vote was taken, representatives of the fleets only, all yes. No votes, no.

### *Article IX – EXECUTIVE OFFICERS*

For countries other than the U.S.A., a Vice President should be designated by the Active Members of each country and in addition, Europe and Latin America shall designate a Vice President for Europe and a Vice President for Latin America to represent that country and area in international affairs and to promote organized Lightning Class activity. Continental Vice Presidents can also be country Vice Presidents.

President Hayes opened the item for discussion. Ian Edwards, also recommended it be rewritten. This proposal may need further refinement. Vice Presidents can be appointed now by the President. This item needs to be voted on at the Worlds where non-North American members can participate in the discussion. After a thorough discussion we can contemplate making changes to the Constitution of the ILCA. Ian suggested that perhaps it would be wise to have a trial appointment of these Vice Presidential positions and the final work could be undertaken at the World Championship Regatta in Buzio, Brazil. President Hayes spoke, noting that we take any changes to our Constitution very seriously. He asks the Nominating Committee to appoint those positions this year. We'll see if this is helpful to the European and South American areas of the ILCA. The Executive Committee is cautious about changing the Constitution. Ian Edwards moved that this proposal be tabled, seconded by Jim Davis. Motion to close discussion by Bill Faude. A verbal vote was taken, representatives of the fleets only, all yes. No votes, no.

President Brian Hayes reported that the International Fleet Development Initiative Committee will make another request to funds from the ILCA Fund Board. He also reports that the ILCA has made an ISAF submission regarding election of officers at ISAF. At this time we do not know if it will be on the agenda for their next meeting.

Allan Terhune commented that it is upsetting that we have reduced the number of races at this regatta. He feels the competitors would rather have more races. President Hayes stated that, historically, the Winter Championship was five races, then it changed to six races; to his recollection only once were there seven races. President Hayes asked for a poll of participants. Via show of hands most would prefer seven races. The group wants more sailing. Others spoke out that they want as many races as possible. Perhaps we could leave it open ended; the Race Committee would then have discretion as to how many races would be held based on conditions. Karen Parks reported that other events hosted by the St. Petersburg Yacht Club leave the number open, as many races as possible. Laura Jeffers reminded the group to consider the Masters'. This limitation to the number of races is unique to Lightnings. President Hayes stated that he thinks four races in one day is too much.

Randy Shore asked for the floor. As a three-generation member of the ILCA, he really values the annual yearbook. The yearbooks record the history of the Class, which is a unique thing about the Lightning Class. This Class has a lot of history. Over 70 years, looking at those pictures, is a piece of our history to share amongst us. John Faus said we all agree. The problem is the amount of money it costs to produce each year and finding volunteers. We may need to look at a different form of producing a yearbook and also look at the number who purchased a printed yearbook last year. Getting the volunteers is a huge problem. Bill Cabral stated that writing an article this winter for the yearbook was something that he found rewarding. Class Secretary Jan Davis encouraged anyone who would like to come forward to volunteer. Please do.

Bill Faude moved that the meeting be adjourned. Seconded. Meeting adjourned at 7:08 PM.

## ***International Lightning Class Association***

**Jan Davis—ILCA Executive Secretary**

7625 South Yampa Street, Centennial, CO 80016

Phone: (303) 325-5886 • Fax: 303-699-2178 • E-Mail: [office@lightningclass.org](mailto:office@lightningclass.org)

[www.lightningclass.org](http://www.lightningclass.org)



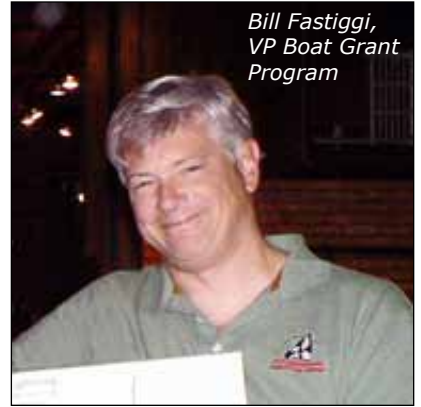
# **International Lightning Class Association Boat Grant Program Announces 2010 Grantees**

Debbie Probst,  
VP Boat Grant  
Program



The award winning Lightning Boat Grant program enters its fourth season with the strongest applicant pool to date. Seventeen teams from the US and Canada applied for grants this year, and the International Lightning Class Association is proud to announce the recipients for the 2010 sailing season:

Bill Fastiggi,  
VP Boat Grant  
Program



Hailing from Chicago, 23-year-old skipper **Andy Camarda and teammates Michael Barry and RJ Trejo** will be sailing with the Chicago Fleet 5 and traveling to events around the Midwest. Local Lightning ace David Stix will serve as the teams mentor, and they will be sailing a brand new lightning that has been loaned to the program by Nickels Boat Works.

Also based out of the Midwest will be **Rob Linden (26) and his team of Steve Griffith and Meghan Walter**. They will be sailing out of North Cape Yacht Club with Fleet 42. The three began sailing together as teammates on the Michigan State University sailing team and are looking forward to attending many events this summer. Michigan District Commodore George Sipel will be working with this team as their mentor, and they will be sailing a 2009 Nickels Lightning that the ILCA recently purchased for the program.

**Tyler Keyworth** (24) of Annapolis, Maryland, is a graduate of St. Mary's College of Maryland where he sailed on the offshore team with his **teammates Jill Bradley, Ryan Niland, and Mark Allegrini**. They will be sailing a nearly new boat loaned to the program by the Allen Boat Company. They will be practicing and racing in the Annapolis area, as well as hitting much of the east coast circuit. Steve Constants, one of the top Lightning sailors in the middle atlantic region, will serve as this team's mentor for the season.

According to Co-Chair Debbie Probst, "This was the toughest year yet. We really had a great group of young sailors apply for grants this year. We are really excited about the three teams, they are really quality individuals!" Co-Chair Bill Fastiggi added, "The ILCA is very fortunate to be able to run this program for the fourth consecutive season. We have had some very generous loans and donations over the past few years from Class members, boat builders and sailmakers. The whole Lightning family has been so supportive of the program."

More information about the ILCA grant program can be found on the ILCA website: [www.lightningclass.org](http://www.lightningclass.org), by contacting the ILCA office, or co chairs Probst or Fastiggi:

Jan Davis – <a href="mailto:office@lightningclass.org">office@lightningclass.org</a>	303-325-5886
Bill Fastiggi – <a href="mailto:bill@vtsailing.com">bill@vtsailing.com</a>	802-655-7245
Debbie Probst – <a href="mailto:debbiekayprobst@comcast.net">debbiekayprobst@comcast.net</a>	260-417-2363

## **Lightning Labs 2010**

A Lightning Lab is open to all interested sailors who would like to take advantage of the opportunity for both classroom and on-the-water coaching in Lightnings. Coordination and financial support is provided by the International Lightning Class Association for these events.

If you would like to schedule a Lightning lab for your fleet please contact: [toddwake@aol.com](mailto:toddwake@aol.com).

### **April 23, Fleet 435, Rush Creek Yacht Club, Heath, Texas**

Tune up for the Districts with Skip Dieball! Clinic all day Friday. This is also the first stop of the 2010 Southwestern Circuit. Contact Clarke Newman: [cdnewman@earthlink.net](mailto:cdnewman@earthlink.net) or Ian Edwards.

### **May 22–23, Fleet 112, Green Bay, Wisconsin, at Windjammers Sailing Club**

A social on Friday night followed by a clinic all day Saturday and until one on Sunday. The instructor will be Brian Hayes. Contact Mark Stevens: [mstevens21@mac.com](mailto:mstevens21@mac.com) or Doug Olson at (920) 366-0936 for more information.

### **Early September, Fleet 462, Guarapiranga Lake**

Coach: Marcus Eagan. Contact John Bennett for more information: [Johnsbennett52@uol.com.br](mailto:Johnsbennett52@uol.com.br)

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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
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# SOUTHERN CIRCUIT

—continued from Page 1

- 3) It has great depth of competition;
- 4) In my region, the Northeast, it has the most extensive regatta schedule;
- 4) The rules are strictly written and so used boats should be competitive.

I saw Bill Faude again that fall, motoring up to him as he was sailing in from winning a regatta. I offered to buy his boat from him on the spot...no luck! So called Greg Fisher, who suggested I buy Tim Healy's boat. Tim rolled the boat into my garage before the first snowstorm of December. I stood back and marveled at how much boat I had gotten for my money. The quality of the trailer, covers and molding work from Tom Allen was exceptional. Tom really doesn't charge enough.

I knew from experience that the best way to learn how to sail in a new class was to enlist an experienced crew. I was very lucky to convince both Neal Fowler and PJ Schaffer to join me for the Southern Circuit. Most Lightning sailors have raced against Neal and PJ, but few know how much they have accomplished outside of the Class. I knew them from collegiate and international racing. Both were long-time US Sailing Team members. Together we were the "Olympic Almosts Club."

The three of us were about 495 pounds together, which I was told was a good weight. Neal did the middle, tracked the shifts on the compass and handled most of the upwind tactics. PJ, being the "nipper" at age 43, looked for pressure and did downwind tactics. I focused on the rig tune, sail trim and steering, and forecasted the wind trends—what the wind would likely be doing in an hour. This actually came in handy during some last-beat comebacks from deep in the fleet. If you have to wing it out to a side, it's good to have an educated guess.

The nice thing about sailing with talented people is the relaxed division of responsibility. I didn't look at the compass once during the entire Circuit. I didn't look aft for breeze on any run. It's easy when you can trust your team.

I was actually surprised that we were fast upwind, especially after I decided ignore all the tuning guides. We arrived a day early in Savannah and took my new (used) boat out of the covers for the first time. My head was swimming as Neal ran me through all of the control lines and the standard tuning procedure. Tim Healy had warned me that the mast didn't sit straight in the boat.

Sure enough, the mast was hitting one side-chock hard. So I pulled it the opposite way until it was straight sideways, even though this meant the tip of the mast was no longer centered. We sailed that way in Savannah, but for Miami we shimmed one side of the mast butt with a Budweiser can, and this removed some of the side bend. In St. Pete I filed the opposite side of the mast butt and the offending mast block and got the mast back in the center of the boat and straight sideways. The boys were great with tackling these, and many other little projects, every day after sailing. My boat was much improved by the end of the Circuit.

As for tuning, I decided on Day 1 that moving the mast blocks was simply too hard. And Neal was a big fan of the Greg Fisher tuning method, because it is so simple. Neal says it allows him to think about the race instead of worrying about blocking. After hearing Neal and trying all the various blocking positions, I decided that one inch of blocking would be sufficient in all conditions. We sailed that way the entire Circuit, from 0-25 knots.

We also left the rake where Tim Healy had set it, 45", and only adjusted the jib halyard through a very small range, essentially to equalize the load on the halyard and headstay.





# SOUTHERN CIRCUIT

But I did decide that the lowers need to be adjusted. We used a five-turn range from drifting to heavy air. I was told our lowers were probably tighter than average in a breeze, and perhaps looser in light air. But since the lowers are very easy to adjust between races, we didn't see this as a distraction.

We noted in Savannah that Dave Starck had superb upwind speed and was aggressively dropping the traveler in the puffs, so we emulated that method. But this requires hard mainsheet trim, and I found I couldn't get the main out of the cleat in a panic. So Tom Allen was nice enough to bend my mainsheet swivel arm down. That was a big help.

We also noticed that Allan Terhune had the best downwind speed, so we spent some time trying to mimic his technique. We couldn't match it, mostly because I am too klutzy to sit to leeward. So Neal found a way for me to sit on the centerboard trunk. Again, big help.

I won't go through the series race by race, as I don't have the memory or the patience. But here are some of the things I won't forget about my first Southern Circuit:

- 1) How everyone came up on Friday in Savannah to welcome me to the Class. In all my years and in all my classes, I have never experienced this. It is unique to the Lightning.
- 2) How much fun the crazy conditions are in Savannah. In the past, I've done frostbite racing in a Sunfish on the Barrington River, and in an Interclub and JY15 at Essex, and river sailing is always a challenge. Don't miss this regatta.
- 3) How lucky we were with great comebacks. For example, after I had misjudged a downwind layline (again!) in Miami, we were ahead of only a couple of boats. But we hooked the persistent shift on the last beat and finished 7th. This happened almost every day. Neal's mantra was, "Don't sail your drop race."

He started saying that before Savannah and didn't quit until we were done in St. Pete. No matter how bad we were doing, Neal and PJ never blinked—the only discussion was, "what's the next right move?"

- 4) The size of the party in St. Pete—completely out of all proportion to the number of boats. The family entourage that follows the fleet was surprising. Again, not like other classes.
- 5) How comfortable the Lightning is to sail. Believe me, I've sailed in a lot of painful boats. And I don't think the answer is to prohibit hiking, as some classes have done. Sailing is supposed to be athletic. But it doesn't have to hurt.
- 6) How fast the boat is in a straight line, and how slow it is out of a tack. I don't know how many of my lee bows turned into lee sterns. Embarrassing.
- 7) How easy the boat is to assemble and pack up, and how easily it tows behind a small car. I have a four-cylinder Honda Element. No comparison to the hassle of traveling with a small keelboat.
- 8) One race I won't forget was the last—the heavy air finale in St. Pete. It was nice to see that, after a mediocre start, we were able to hike our way back into the top group. Again, I think sailing should be athletic. And watching as one top boat after another capsized around us was surreal. The image of Dave Starck sitting on his baby blue topsides, under a black sky, will stick forever. As we sailed by Dave, Neal said, "We only have to finish this race and we've won." My reply was, "Kite down!"
- 9) Finally, the diversity of the fleet. You have the kids crewing, twenty-somethings with their first boat, the 30-40 crowd at the top of their game, and older guys like me, wishing we were still at the top of our games. Everyone has a great time.

I can't wait until next year.







## Lightning Family News

### Just Launched!



Fleet 279 welcomed their newest member a few days ago when Lorrie Walsh welcomed a beautiful baby girl into the world. She arrived on Friday, March 26, 2010, at 9:00 PM sharp.

Her name is **Teagan Eileen Hansen**, and she weighed seven pounds and a 1/2 ounce. All are doing well, and are looking forward to meeting everyone this summer.

### John McIntosh, Sr.

It is with great sadness we report the passing of John McIntosh, Sr.

John was a President of the ILCA, Life Member and founder of the Lightning Southern Circuit.

Loving memories are posted on the ILCA website:

<http://www.lightningclass.org/membership/other/10/memories.asp>

Please feel free to add your own by e-mailing them to:

[office@lightningclass.org](mailto:office@lightningclass.org)

### Sears Cup and Adams Cup

The Lightning Class is honored that US SAILING's [Sears Cup](#) and [Adams Cup](#) will both be contested in the Lightning this summer!

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# DEEP SOUTH REGATTA



**Champions: Joe Starck, Ellen Shaffer and Skipper David Starck**

It is with joy and sadness that I reflect on the 54th Deep South. A week or so after the conclusion of the regatta, Johnny McIntosh passed away. This was his regatta, his Southern Circuit. The first stop of the Circuit, in my opinion, is always special. He, and his family, were the reason. He will be sorely missed.

I was fortunate enough to have my cousin, Ellen Shaffer, and brother Joe aboard for a weekend of fine dining, fun sailing, and an all-around relaxing time. I think Joe has won this regatta more than anyone, including Larry MacDonald—he won with Larry a couple times as I recall.

The first stop on the Southern Circuit is my personal favorite. Chart House for dinner Friday night with friends and family, interesting sailing on the rivers of Savannah, unmatched hospitality at SYC, historic downtown Savannah sites, and nice weather. Even the no-see-ums cooperated for the most part. You simply can't beat it.

Lightning sailors are very lucky to be affiliated with the Savannah Yacht Club. They enjoy having us as much as we enjoy stopping by for a couple of days. Maybe next year we can break the 50-boat mark again. I hope to see you at the 55th Deep South.



Coach David Starck talks about the challenges of sailing on the Savannah River

*First of the three Lightning Labs*



*Runner-up: Marcus Eagan*



## Savannah, Georgia – March 13–14

Pos	Sail	Bow	Skipper	Crew	Crew	Club	RACE 1	RACE 2	RACE 3	Ttl
1	15399	25	Starck, David	Joe Starck	Ellen Schaffer	Buffalo Canoe Club	1	2	2	5
2	15393	52	Eagan, Marcus	John Bouden	Jessica Voenig	Bay-Coveland YC	5	3	1	9
3	14950	50	Adams, Ed	Neil Fowler	PJ Shaffer	Ida Lewis YC	2	4	5	11
4	14825	69	Tyner, Will	Reese, Wilkins	Henry McCray	Charleston	9	1	6	16
5	15353	35	Terhune Jr, Allan	Sarah Evans	Collin Kirby	Eastport YC	3	6	7	16
6	14688	27	Hayes, Brian	Laura Jeffers	Will Jeffers	Milford YC	4	5	9	18
7	9	9	Allen, Thomas	Jay Mueller	Mo Castruccio	Buffalo Canoe Club	6	12	3	21
8	11346	46	Hamlet, Kip	Stu Nickerson	Ann Brush		11	8	11	30
9	15420	24	Ruhlman, Ryan	Nick Turney	Megan Riddle	Pymatuning YC	14	10	10	34
10	15345	17	Faus, John	Cortney Lee	Jimmy Roe	Barneget Light YC	7	9	20	36
11	15255	55	Hallagan, Richard	Hendrix TenEych	Tom Schroder	Newport YC	12	7	18	37
12	15075	75	Ruhlman, Maegan	Kathryn Maloney	Maddie Waldron	Pymatuning YC	8	15	16	39
13	15154	77	Schneider, Mark	Bobby Martin	Erin Kilcline	Riverton YC	13	13	14	40
14	15159	59	Hanson, Frank	Linda Epstein	Ben Powers	Susquehanna YC	16	16	12	44
15	15171	51	Goldman, Josh	Mandi Merkee	Nick Farina	Cedar Point	10	20	15	45
16	15206	14	Hofmeister, William	Mandy Hofmeister	Duane Hatch	Harbor Island YC	17	11	17	45
17	14942	42	Moyer, Dick	John Depenbrach	Devon Rapp	Riverton	20	18	8	46
18	15246	40	MacDonald, Joy	Adam MacDonald	Larry MacDonald	Buffalo Canoe Club	26	14	13	53
19	15024	28	Prior, Trevor	Gary Hoffer	Mike Wertz	Susquehanna	18	19	22	59
20	11278	26	O'Hearn, Steve	John Gastright	Michael Gastright	Croom Sailing Assn	19	21	24	64
21	15257	57	Ruhlman, Rob	Abby Ruhlman	Dave Werley	Pymatuning YC	31 DNF	31 DNC	4	66
22	14532	53	Ellyn, Nicholas	Emma Jeffers	Sam Dackaoff	JiYC	15	31 DNS	21	67
23	15410	10	Edwards, Ian	Lindy Edwards	Diana Strickler	Northbridge Sailing Club	23	17	27	67
24	15180	29	Burke, Pam	Jim Burke	Baton Kennon	Lake Lanier Sailing Club	21	23	23	67
25	15118	18	Mikell III, Starling S.	Kathy Wild	Tom Compton	Susquehanna YC	24	22	26	72
26	15405	22	Spira, David	Randall Shore	Ty Whitman		31 RAF	31 RAF	19	81
27	14318	11	Sawyer, John	Jane Sawyer	Jeff Sawyer	CYC NC	22	31 DNF	31 DNC	84
28	14680	44	Killebrew, Bill	Paul Killebrew	Mike Osburne	Harbor Island YC	31 DNC	31 DNC	25	87
29	15202	2	Buckles, Bill	Dave Saminich	Rob	Edgewater YC	25	31 DNC	31 DNC	87
30	11771	13	Sloger, Bill	Marya Barker	Emmy Cynthia	W. Carolina Sail Club	31 DNC	31 DNC	31 DNF	93



*President Brian Hayes and Southern Circuit VP Laura Jeffers at work during Registration*



*Frank Hansen and Ben Powers*



# DEEP SOUTH REGATTA



*Ruth Hamblet, Neil Fowler, Katie Terhune, Collin Kirby*



*Mike Wertz and Gary Hoffer*



*Nick Turney*



*Katie Terhune with daughter Cameron Julie*



*Jay is HAPPY to have survived the winter and be sailing again*



*Megan Riddle and Maegan Ruhlman*



# Fast forward

At the start of every year we report that the year before was the very best ever for North Sails. 2009 was no exception! Lightning sailors carrying North sails dominated major and local Lightning regattas worldwide. Let us fast forward your Lightning program with the proven performance of North sails and the expertise of the North Lightning Team... *it's the best sail investment you can make!*

## **SOUTHERN CIRCUIT 2010**

**March 12-21:**

The North Lightning Team of Greg Fisher, Brian Hayes, Al Terhune, Nick Turney and Jay Mueller will be attending the events. Call if you need any help getting ready!

## **2009 Results:**

WORLDS **1,2,3,4,5**

NORTH AMERICANS **1,3,4,5,6,7,9,10**

NA's PRESIDENT'S CUP **1,2,6,7,8\*,9**

ATLANTIC COASTS **1,2,5**

SOUTHERN CIRCUIT **1,2,3**

So. Circuit - SAVANNAH **1,2,3,4,5,6,7,8**

So. Circuit - MIAMI **1,2,4,6,7,9**

So. Circuit - ST.PETE **1,2,3,4**

## **EAST**

Brian Hayes (203) 783-4238  
Ched Proctor (203) 783-4239

## **CHESAPEAKE**

Allan Terhune (410) 280-3617  
Greg Fisher (410) 212-4916

## **CLEVELAND**

Nick Turney (216) 361-2594

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# MIAMI MID-WINTER REGATTA



## **Champions: Skipper Allan Terhune, Sarah Evans and Sarah Mergenthaler**

The 2010 addition of the Miami stop of the Southern Circuit was one that was as crazy as it gets. We were blessed with great weather on Monday for the practice/set up day, and it reminded everyone why we love to sail on Biscayne Bay. There is no better place to be! The fleet enjoyed the day and everyone was ready for the regatta to come on Tuesday.

We were greeted on Tuesday with a nice westerly. A westerly in Miami produces huge shifts, huge changes in velocity and some crazy sailing. This was a day where consistency and patience would win out. The first race was a course four, with enough breeze to have three on the rail. There were some big shifts, and we worked the left side to round in the top five. Ed Adams had a nice lead, followed by Warren Embledge. Warren was able to close the gap to make it interesting with Ed, and we were able to sail a nice final run to finish 3rd. What a crazy race—until race 2 came. We were getting ready to start Race 2, and the wind shifted about 30 degrees to the left, which caused the first leg to get a little skewed. Everyone was on port and fighting to a lane to get to the weather mark.

This is where one of my biggest lessons, best moves of the day came in. We had a guy on our lee bow who was working hard to pinch us off. We were just about laying the mark and had a decision to make. We either had to tack or fall off and reach through his bad air to his lee and get a better lane. We decided to reach off rather than tack. We rounded the mark in about 10th, which gave us a fighting chance. The boat to weather of me tacked off and rounded about 25th. We learned two lessons. When you are going towards the mark, don't tack away from it and sail extra distance, and do not be afraid to lose a boat or two but to stay in the race. We could have thrown it all away for clear air. We were willing to lose a little to have a chance later in the race.

Back to race #2. After rounding the weather mark, the RC adjusted the course, and we sailed the next down and up in a shifty but fair leg. We learned something in this race as well—getting ping ponged in the middle did not work. We knew that the numbers did not lie and that our time would come to step across on the course. There was no reason to take a header. I also used the words that Neal Fowler shared with me a year ago, "You have to sail from where you are, not where you think you should be." We made a conscious effort not to chase different sides of the course. We made where we were work for us. That was a very important mindset to have when there were thirty-degree shifts and five-knot changes in velocity.

In the second run of Race 2 the fun really began. The wind started to crap out and the back of the back made big gains. Brian Hayes went from 26th or so to about 5th, and now it was very jumbled. We went from about 4th to 10th, and things were really crazy. The final beat was nuts, very light huge shifts and very confused. Either side could have won out, but one thing was for sure. Those in the middle got killed. We managed to make a gain at the end to finish 5th. A good finish for sure, and we knew that consistency was going to win out. We wanted one more good one before ending the day.

Race 3 was a pain—it was a pain for the RC and for the competitors. There were about five general recalls, and everyone was getting frustrated. Then Mother Nature did us a favor and gave us a nice northerly. We sailed a great race. I don't remember much but we sailed conservatively to gain another 5th place and end the day in the lead.

We were greeted to no wind and pouring rain on Wednesday which ended the regatta.

Coral Reef Yacht Club did a great job hosting the event. The RC had quite a challenge running the races, as the wind did not cooperate at all. While the wind and weather were not very Miami-like, everyone enjoyed being there and cannot wait to get back again next year!



## Miami, Florida – March 16

Pos	Bow/Sail	Skipper	Crew	Race 1	Race 2	Race 3	Total
1	35/ 15353	Terhune, Jr. Allan	Evans, Sarah/Mergenthaler, Sarah	3	5	5	13
2	24/ 15420	Ruhlman, Ryan	Turney, Nick/Fisher, Martha	8	1	6	15
3	50/ 14950	Adams, Ed	Fowler, Neil/Shaffer, PJ	1	7	7	15
4	36/ 14073	Coplan, Justin	Hurban, Gary/Hurban, Joan	7	13	2	22
5	17/ 15345	Faus, John	Lee, Cortney/Roe, Jimmy	14	6	3	23
6	27/ 14688	Hayes, Brian	Jeffers, Laura/Jeffers, Will	12	2	12	26
7	52/ 15393	Eagan, Marcus	Bouden, John/Voenig, Jessica	11	12	4	27
8	25/ 15399	Starck, Jody	Dieball, Skip/Medwid, Kristin	6	25	1	32
9	39/ 15339	Emblidge, Warren	Grinder, Mark/Millar, Jenny	2	28	11	41
10	55/ 15255	Hallagan, Richard	TenEych, Hendrix/Schroder, Tom	22	11	9	42
11	9	Allen, Tom	Mueller, Jay/Castruccio, Mo	5	23	16	44
12	45/ 15315	Cabrall, Bill	Yarbrough, Bob/Yarbrough, Mariel	20	10	19	49
13	68/ 15010	Humphrey, Jeol	Hubbard, Jason/Taylor, Rachel	10	19	21	50
14	19/ 14930	Horwitz, Stephen	Hardesty, Bill/Rodriguez, Erick	13	9	29	51
15	77/ 15154	Schneider, Mark	Martin, Bobby/Kilcline, Erin	27	14	10	51
16	66/ 8330	Atkinson, Frank	Holly, Valerie/Mauk, Bill	26	8	18	52
17	51/ 15171	Goldman, Josh	Merkee, Mandi/Farina, Nick	30	16	13	59
18	46/ 11346	Hamblet, Kip	Nickerson, Stu/Brush, Ann	29	17	14	60
19	12/ 15259	Wagon, Edward	Bahlor, Bryan	4	15	42/BFD	61
20	11/ 14318	Sawyer, John	Sawyer, Becky/Sawyer, Jack	19	27	15	61
21	14/ 15206	Hofmeister, William	Hofmeister, Mandy/Clifton, Chip	17	3	42/BFD	62
22	40/ 15246	MacDonald, Adam	MacDonald, Joy/MacDonald, Larry	23	33	8	64
23	21/ 14923	Jones, Jack	Steiner, John/Doran, Tom	24	20	26	70
24	22/ 15405	Spira, David	Shore, Randall/Whitman, Ty	9	21	42/BFD	72
25	81/ 14684	Johns, Bill	Castelao, Guilherme/Fourspring, Kenny	15	30	28	73
26	15/ 15346	Hecker, Michael	Reinheimer, Gary/Dishaw, Rick	31	18	27	76
27	57/ 15257	Ruhlman, Rob	Ruhlman, Abby/Werley, Dave	38	4	42/BFD	84
28	84/ 15048	Garrison, John	Peters, Ray/Burns, Norm	16	36	32	84
29	59/ 15159	Hanson, Mark	Epstein, Linda/Powers, Ben	33	31	20	84
30	37/ 14937	Princing, Christopher	Princing, Jennifer/Coberly, Bill	21	22	42/BFD	85
31	23/ 14855	Benbow, Maury	Benbow, Bonnie/Benbow, Nate	34	26	25	85
32	28/ 15024	Prior, Trevor	Hoffer, Gary/Wertz, Mike	36	35	17	88
33	42/ 14942	Moyer, Dick	Depenbrach, John/JP	18	32	42/BFD	92
34	31/ 15146	Sowden, Gary	Trejo, Monica/Trejo, R.J.	28	34	30	92
35	54/ 14975	De Reinzo, Aroldo	Cervantes, Pablo/Gutman, Pablo	37	24	33	94
36	18/ 15118	Mickell, III, Starling	Wild, Kathy/Compton, Tom	32	29	34	95
37	32/ 14807	Ratcliff, Rod	Potter, Scott/Bates, Alan	35	40	23	98
38	48/ 13848	Ellis, Pat	Scott/Swiver	41	39	22	102
39	10/ 15410	Edwards, Ian	Edwards, Lindy/Strickler, Diana	39	41	24	104
40	56/ 14756	Prettyman, Adam	Lintunen, Nick/Fuller, Darcy	25	37	42/BFD	104
41	88/ 14525	Bates, John	Hill, Barb/Barry, Mike	40	38	31	109



Runner-up: Martha Fisher, Nick Turney and Ryan Ruhlman



2nd Runner-up: PJ Shaffer, Neil Fowler and Ed Adams



# MIAMI MID-WINTER REGATTA



*Skip Dieball leading the on-shore portion of the Biscayne Bay Lightning Lab – on the water coaching followed in the afternoon*





*4th Place: Joan Hurban, Skipper Justin Coplin and Gary Hurban*



*5th Place: Skipper John Faus, Jimmy Roe and Cortney Lee*



*Ryan Ruhlman being presented the Don Bliss Award for the highest finishing amateur by Carol Ewing*



*Adam MacDonald being presented the trophy for Middle of the Bay by Carol Ewing*



*Bill Cabrall, Bob and Mariel Yarbrough*



*Kip Hamblet, Stu Nickerson and Ann Brush*



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*The Lange group*

## **ST. PETE KICK-OFF PARTY**



*Jimmy Roe, Cortney Lee, Monica Trejo and Jared Drake*



*Chris Prining*



*Bill Buckles and Ed Edgell*



*P J Schaffer, Linda Epstein and Neil Fowler*



*George Sipel, Mike Welch and Brian Beaudet*



*Lisa Fisher, Rick Bernstein, Matt Fisher, Stu Fisher (crewing in his first major Lightning regatta) and Dave Werley*



# WINTER CHAMPIONSHIP



**Champions: P J Schaffer, Neal Fowler and Skipper Ed Adams**

## St. Petersburg, Florida — March 19–21

Pos	Bow#	Skipper/Crew	Subgroup	From	R1	R2	R3	R4	Ttl
1	50	Ed Adams, Neal Fowler & PJ Schaffer		Middletown, RI	1	7	2	3	13
2	49	Matt Fisher, Greg Fisher & Stu Fisher		Westerville, OH	4	8	5	5	22
3	99	Skip Dieball, Tom Stark & Kristin Medwid		Wyandotte, MI	9	11	9	1	30
4	52	Marcus Eagan, Marc Eagan & Kippy Chamberlain		Madisonville, LA	8	16	6	2	32
5	40	Larry MacDonald, Joy MacDonald & Adam MacDonald		Carlisle, ON	7	6	20	6	39
6	35	Allan Terhune, Joann Fisher & Rick Bernstein		Arnold, MD	2	13	1	24	40
7	67	Mark Allen, Mark Whatley & Beth Groesbeck		Clawson, MI	23	1	16	8	48
8	57	Rob Ruhlman, Abby Ruhlman & Dave Werley		Cleveland, OH	3	17	17	11	48
9	24	Ryan Ruhlman, Nick Turney & Martha Fisher		Cleveland, OH	20	22	7	9	58
10	9	Tom Allen, Jay Mueller & Valerie Tardif-Holly		Kenmore, NY	24	21	12	4	61
11	51	Josh Goldman, Nick Farina & Mandi Markee		Westport, CT	13	15	18	22	68
12	25	David Starck, Jody Starck & Ian Jones		Amherst, NY	6	2	4	58\DNF	70
13	27	Brian Hayes, Laura Jefferies & Will Jeffers		Milford, CT	31	19	8	12	70
14	79	Jim Davis, Christine Davis & Les Lashaway	Masters	Toledo, OH	15	3	21	37	76
15	39	Warren Emblidge, Mark Grinder & Kevin Cavalieri		Buffalo, NY	16	20	10	31	77
16	55	Richard Hallagan, Dan Pope & Hendrix TenEyck	Masters	Fairport, NY	25	9	36	10	80
17	36	Justin Coplan, Joan Hurban & Gary Hurban		West Nyack, NY	10	10	22	38	80
18	38	George Sipel, Jeff Hagman & John Hagman		Sylvania, OH	30	34	14	7	85
19	72	Paul Luisi, Dale Barney & DR Hodge		Middletown, NJ	14	18	23	30	85
20	2	Bill Buckles, Ed Edgell & Greg Florian	Masters	Lorain, OH	50	5	19	16	90
21	21	Jack Jones, John Steiner & Tom Doran	Masters	Henderson Harbor, NY	11	33	40	13	97
22	16	William Faude, Debbie Probst & Jared Drake		Chicago, IL	34	4	3	58\DNF	99
23	17	John Faus, Cortney Lee & Jimmy Roe		Harvey Cedars, NJ	35	25\RDG	25\RDG	15	100
24	43	David Watts, Robert Watts & Ian Sanderson		Oceanport, NJ	37	29	13	23	102
25	81	Bill Johns, Guilherme Castelao & Kenny Fourspring		Palmetto Bay, FL	26	26	32	18	102



## St. Petersburg, Florida – March 19–21

Pos	Bow#	Skipper/Crew	Subgroup	From	R1	R2	R3	R4	Ttl
26	77	Mark Schneider, Bobby Martin & Erin Kilkline		Moorestown, NJ	36	23	24	19	102
27	64	Peter Godfrey, Wayne Knibloe & Kathryn Maloney		Grand Island, NY	12	31	28	39	110
28	23	Maury Benbow, Bonnie Benbow & Tony Burkhart	Masters	Yardley, PA	19	25	11	58\DNF	113
29	46	Kip Hamblet, Stu Nickerson & Ann Brush	Masters	Altamonte Springs, FL	5	42	33	34	114
30	22	David Spira, Randy Shore & Ty Whitman		Denver, CO	22	36	44	14	116
31	42	Dick Moyer, John Depenbrack & Chris Brown		Oaks, PA	47	14	27	28	116
32	45	Bill Cabrall, Mariel Yarbrough & Norm Jarvis	Masters	Centennial, CO	17	39	37	29	122
33	63	George Harrington, Paul Michalowski & Cole Barney		Atlantic Highlands, NJ	53	24	26	27	130
34	12	Edward Wagon, Bryan Bahler & Stewart Forseco	Masters	Muncie, IN	33	30	35	32	130
35	31	Gary Sowden, Monica Trejo & Matthew Princing		Midland, MI	42	35	29	26	132
36	41	Mike Welch, Brian Beaudet & Fred Blackmer		Birmingham, MI	21	43	31	40	135
37	59	Francis Hanson, Linda Epstein & Ben Powers		Orefield, PA	27	37	41	33	138
38	56	Adam Prettyman, Nick Lintunen & Darcy Fuller		Essex, ON	38	44	42	17	141
39	68	Joel Humphrey, Molly Hopkins & Rachel Taylor		Keego Harbor, MI	39	12	34	58\DNF	143
40	14	William Hofmeister, Mandy Hofmeister & Chris LaBorde	Masters	Nashville, Tn	32	38	15	58\DNF	143
41	11	John Sawyer, Becky Sawyer & Dan Morton	Masters	Wilmington, NC	29	32	25	58\DNF	144
42	69	Will Tyner, Reese Wilkins & Tim Don'tKnow		Chapin, SC	18	40	30	58\DNF	146
43	37	Chris Princing, Jon Banner & Bill Coberly		Saginaw, MI	46	27	53	20	146
44	54	Aroldo De Rienzo, Pablo Guzman & Pablo Cervantes	Masters	Mexico DF	28	58\RAF	46	25	157
45	28	Trevor Prior, Mike Wertz & Gary Hoffer		Biglerville, PA	55	47	39	21	162
46	66	Glen Carlin, Zac Carlin & Cameron Carlin	Masters	Safety Harbor, FL	40	41	45	36	162
47	33	Jeanne Herman, Cal Herman & Kristen Herman		New Orleans, LA	54	28	47	35	164
48	19	John Stromberg, Mike Parrow & Lynn Umbarger		Troy, MI	45	50	49	43	187
49	29	Pam Burke, Jim Burke & John Coolidge	Masters	Duluth, GA	43	52	51	44	190
50	88	John Bates, Barbara Hill & Michael Barry	Masters	Lancaster, PA	51	45	54	42	192
51	32	Rod Ratcliffe, Scott Potter & Lucas Hjelle	Masters	Southport, CT	44	53	50	45	192
52	15	Mike Hecker, Gary Reinheimer & Rick Dishaw	Masters	West Bloomfield, MI	48	51	38	58\DNF	195
53	10	Ian Edwards, Lindy Edwards & Diana Strickler	Masters	Australia	56	49	52	41	198
54	18	Starling Mikell, Kathy Wild & Tom Compton	Masters	York, PA	49	46	48	58\DNF	201
55	34	Philip Lange, Jonathan Lange & Bob Muehlenkamp		Rochester, NY	57	54	43	58\DNF	212
56	84	John Garrison, Ray Peters & Norm Burns		West Bloomfield, MI	52	48	55	58\DNF	213
57	47	George Koch, Libby Koch & Georgeann Craig	Masters	Southold, NJ	41	58\DNC	58\DNC	58\DNC	215





# WINTER CHAMPIONSHIP



Runner-up: Greg Fisher and Stu Fisher and Skipper Matt Fisher



2nd Runner-up: Tom Stark and Kristin Medwid and Skipper Skip Dieball



4th Place: Kippy Chamberlain, Skipper Marcus Eagan and Marc Eagan



5th Place: Joy MacDonald, Skipper Larry MacDonald and Adam MacDonald







**Great Job with the Sunblock, Guys!**



*Greg Fisher's Lightning Lab on Starting Strategies*



*Trevor Prior*



*Mark Schneider*







# MASTERS' WINTER CHAMPIONSHIP



**Champions: Les Lashaway, Christine Davis and Skipper Jim Davis**

On board "Flash Over II", the best description of the regatta is one of Bruce Goldsmith's favorite sayings. "It's better to be lucky than good!" Our series began with a reasonable start at the committee boat end; after which we tacked on to port in a clean lane which we carried for a while. The tack back was good, and we were in the top ten at the first mark. Our downwind leg was fair, but we lost several boats. We found the leeward mark crowded, and ended up on the outside giving several more boats away. We did, however, continue on port to the right side of the course and passed a few boats upwind. The second downwind leg was similar to the first and we again lost a few boats at the leeward gate. Tacking on numerous shifts up the last leg proved good and we ended up a respectable 15th in the fleet and 3rd in the Masters.

At the start of the second race, we were buried going nowhere. At the end of the first leg, we were last. Catching only a few boats downwind, you can imagine our relief at hearing the abandonment signal. (Remember, it's better to be lucky!)

On Saturday afternoon, we again had a reasonable start at the boat end; and immediately tacked to the right side of the course carrying this tack to nearly the layline with only one other boat, Mark Allen in front of us. Upon tacking onto starboard and finding the entire fleet in the mainsail window, we carried the starboard tack to the weather mark, rounding in second place. We maintained second place on the downwind leg, but lost David Stark up the last windward leg, finishing 3rd and 1st in the masters. After another poor start in the third race, we were in the lower half of the fleet for most of the race until the last weather leg. Deciding not to follow the fleet, we went left and discovered a left shift which allowed us to pick-up a number of boats, finishing 21st in the fleet and 4th in the masters.

On Sunday with a reasonable start, we found our boat speed off of the pace and soon found ourselves in "survival mode", just trying to stay afloat and finish. We did stay afloat and ended up 37th in the fleet and 9th in the masters, which allowed us to win the masters by a scant one point over Dick Halligan.

After not sailing together for almost a year, my wife, Chris and Les Lashaway both performed very well in all of the sailing conditions. We have been racing the masters for thirteen years placing second or third several times, but never winning the event.

We all look forward each winter to racing at St. Pete, renewing old friendships, the sunshine and lots of good times. We hope to be able to continue this tradition for years to come.

## St. Petersburg, Florida – March 16–17

Pos	Bow#	Skipper/Crew	From	R1	R2	R3	R4	Ttl
1	79	Jim Davis, Christine Davis & Les Lashaway	Toledo, OH	3	1	4	9	17
2	55	Richard Hallagan, Dan Pope & Hendrix TenEyck	Fairport, NY	6	3	8	1	18
3	21	Jack Jones, John Steiner & Tom Doran	Henderson Harbor, NY	2	7	11	2	22
4	46	Kip Hamblet, Stu Nickerson & Ann Brush	Altamonte Springs, FL	1	11	6	7	25
5	2	Bill Buckles, Ed Edgell & Greg Florian	Lorain, OH	17	2	3	3	25
6	45	Bill Cabrall, Mariel Yarbrough & Norm Jarvis	Centennial, CO	4	9	9	5	27
7	12	Edward Wagnon, Bryan Bahler & Stewart Forsceco	Muncie, IN	10	5	7	6	28
8	23	Maurly Benbow, Bonnie Benbow & Tony Burkhardt	Yardley, PA	5	4	1	20\DNF	30
9	14	William Hofmeister, Mandy Hofmeister & Chris LaBorde	Nashville, Tn	9	8	2	20\DNF	39
10	11	John Sawyer, Becky Sawyer & Dan Morton	Wilmington, NC	8	6	5	20\DNF	39
11	66	Glen Carlin, Zac Carlin & Cameron Carlin	Safety Harbor, FL	11	10	12	8	41
12	54	Aroldo De Rienzo, Pablo Guzman & Pablo Cervantes	Mexico DF	7	20\RAF	13	4	44
13	29	Pam Burke, Jim Burke & John Coolidge	Duluth, GA	13	16	16	12	57
14	88	John Bates, Barbara Hill & Michael Barry	Lancaster, PA	18	12	18	11	59
15	32	Rod Ratcliffe, Scott Potter & Lucas Hjelle	Southport, CT	14	17	15	13	59
16	10	Ian Edwards, Lindy Edwards & Diana Strickler	Australia	19	14	17	10	60
17	15	Mike Hecker, Gary Reinheimer & Rick Dishaw	West Bloomfield, MI	15	15	10	20\DNF	60
18	18	Starling Mikell, Kathy Wild & Tom Compton	York, PA	16	13	14	20\DNF	63
19	47	George Koch, Libby Koch & Georgeann Craig	Southold, NJ	12	20\DNC	20\DNC	20\DNC	72



Runner-up: Dan Pope, Rick TenEyck and Skipper Richard Hallagan



2nd Runner-up: Tom Doran, John Steiner and Skipper Jack Jones







# SOUTHERN CIRCUIT



**Champions: Neal Fowler, P J Schaffer and Skipper Ed Adams**



## Southern Circuit – March 13–21

Pos	Skipper/Co	Crew	Home Club	SAV 1	SAV 2	SAV3	MIA1	MIA2	MIA3	SP1	SP2	SP3	SP4	T/O	Ttotal
1	Adams, Ed	Neil Fowler, PJ Shaffer	Ida Lewis Yacht Club	2	4	5	1	7	7	1	7	2	3	7	32
2	Terhune, Jr. Allan	Sarah Evans, Collin Kirby, Sarah Mergenthaler, Joann Fisher, Rich Bernstein	Eastport Yacht Club	3	6	7	3	5	5	2	13	1	24	24	45
3	Eagan, Marcus	John Bouden, Jessica Voenig, Marc Eagan, Kippy Chamberlain	Bay-Waveland YC	5	3	1	11	12	4	8	16	6	2	16	52
4	Hayes, Brian	Laura Jeffers, Will Jeffers	Milford YC	4	5	9	12	2	12	31	19	8	12	31	83
5	Ruhlman, Ryan	Nick Turney, Megan Riddle, Martha Fisher	Pymatuning Yacht Club	14	10	10	8	1	6	20	22	7	9	22	85
6	Allen, Tom	Jay Mueller, Mo Castruccio, Valerie Tardif-Holly	Buffalo Canoe Club	6	12	3	5	23	15	24	21	12	4	24	101
7	MacDonald, Joy, Adam and Larry - Co-Skipper		Buffalo Canoe Club	26	14	13	23	33	8	7	6	20	6	33	123
8	Hallagan, Richard	Hendrix TenEych, Tom Schroder, Dan Pope	Newport YC	12	7	18	22	11	9	25	9	36	10	36	123
9	Faus, John	Cortney Lee, Jimmy Roe	Barneget Light YC	7	9	20	14	6	3	35	25	25	15	25	134
10	Goldman, Josh	Mandi Merkee, Nick Farina	Cedar Point	10	20	15	30	16	13	13	15	18	22	30	142
11	Ruhlman, Rob	Abby Ruhlman, Dave Werley	Pymatuning	31	31	4	38	4	42	3	17	17	11	42	156
12	Schneider, Mark	Bobby Martin, Erin Kilcline	Riverton	13	13	14	27	14	10	36	23	24	19	36	157
13	Hamlet, Kip	Stu Nickerson, Ann Brush		11	8	11	29	17	42	5	42	33	34	42	190
14	Hofmeister, William	Mandy Hofmeister, Duane Hatch, Chip Clifton, Chris LaBorde	Harbor Island Yacht Club	17	11	17	17	3	42	32	38	15	58	58	192
15	Moyer, Dick	John Depenbrach, Devon Rapp, JP, Chris Brown	Riverton	20	18	8	18	32	42	47	14	27	28	47	207
16	Hanson, Frank	Linda Epstein, Ben Powers	Susquehanna Yacht Club	16	16	12	33	31	19	27	37	41	33	41	224
17	Spira, David	Randall Shore, Ty Whitman		31	31	19	9	21	42	22	36	44	14	44	225
18	Sawyer, John	Jane Sawyer, Jeff Sawyer, Becky Sawyer, Jack Sawyer, Dan Morton	CYC NC	22	31	31	19	27	14	29	32	25	58	58	230
19	Prior, Trevor	Gary Hoffer, Mike Wertz	Susquehanna Yacht Club	18	19	22	36	35	16	55	47	39	21	55	253
20	Mickell, III, Starling	Kathy Wild, Tom Compton	Susquehanna Yacht Club	24	22	26	32	29	33	49	46	48	58	58	309
21	Edwards, Ian	Lindy Edwards, Diana Strickler	Northbridge Sailing Club	23	17	27	39	41	23	56	49	52	41	56	312





## SPECIAL AWARDS



Brian Hayes and Rob Ruhlman presenting Bill Clausen with Life Membership in the ICLA for his years of service as Chief Measurer (with more to come!)



Mark Schneider receiving an Appreciation Award for his dedication and expertise in support of the International Fleet Development Program



Ian Edwards receiving an Appreciation Award for his efforts to promote the Lightning Class around the world and for founding Australian Lightning Fleet #519 in Sydney



**2010 George V. Fisher Sportsmanship Award—Recipient Kip Hamblet**

They say if you aren't Over Course Side (OCS) once in a while, you aren't starting hard enough, right?

In Miami, the fleet was pushing the line pretty hard, and with a black flag flying, an OCS meant disqualification from the race. And the race committee was calling more than just one or two boats over early.

But when Kip Hamblet saw that he had been scored in a race where the Race Committee had black-flagged his boat, he didn't see much choice. He approached the race committee and suggested that they might want to re-check his score. Sure enough, they agreed, and took away his number score and awarded him a "DSQ." And Kip walked away smiling.

Several of Kip's competitor's noticed, and nominated him for this behavior—which is precisely the kind of act of sportsmanship that the George V. Fisher Award is designed to recognize.

Returning to the circuit with Stu Nickerson and Ann Brush after a few years away, Kip has a reputation for good deeds: he's been the go-to guy for folks with car troubles during the Southern Circuit for some years.



Gary Hoffer and the Susquehanna Fleet #253 receiving an Appreciation Award for their continued enthusiastic support and participation in ILCA events and regattas



Fisher Family presenting the Sportsmanship Award





## BANQUET



*Mandi Merkee, Josh Goldman and Nick Farina*



*Reese Wilkins, Tim and Will Tyner*



*Tom Doran, Jack Jones, John Steiner*



*Bonnie Shore, David Spira and Mark Allen*



*Dave Watts, Stewart Forsceco, Bryan Bahler and Brad Wagnon*



*Pam and Jim Burke, newlyweds,  
on their Southern Circuit honeymoon*



*Aroldo DeRienzo - big supporter of the Youth Worlds 50-50 raffle*



## The Karl Smither Award

**Presented by Rob Ruhlman to Marilyn Maras for her Decades of Teaching Sailing  
at Pymatuning Yacht Club, Fleet 36**

*Each year, the St. Petersburg Yacht Club awards the Karl Smither Award to a Lightning sailor who exemplifies Corinthian sailing and a lifetime commitment to the class and who has been an outstanding mentor for the Class. Not only are the nominees truly inspiring, but the nominations are themselves wonderful. The following is lifted nearly whole from one of the eloquent nominations received for Marilyn Maras, this year's Karl Smither Award winner. She was on hand at the Southern Circuit banquet with a squadron of her family. It was a touching moment and a reminder of how much the Lightning Class affects generation after generation.*

Marilyn Maras was first introduced to sailing in 1949 when she was invited to Pymatuning Yacht Club (PYC), home of Lightning Fleet 36. She fell in love with sailing through the Girl Scouts Sailing Program. Her parents, Charles and Gertrude Grimsley soon joined PYC and purchased Marilyn her first Lightning, #2524, Sugar, in 1952.

Marilyn skippered her way to many top finishes, and while she wanted to join PYC, she was told to wait until she got married and let her "husband" join. She didn't let a little gender bias stop her. She showed them on the race course. She broke the mold of your typical skipper, even winning races when she was eight months pregnant with her two sons.

Marilyn continued to sail through the 1950s and 60s, introducing her love of sailing to her future brother-in-law, Chuck Maltbie. Marilyn crewed with Chuck for over fifteen years, until his death in 1981. She definitely taught him a thing or two about Lightning sailing. Chuck became one of the Lightning Class' best sailors and best sportsman. She introduced her husband Richard (Dick) Maras to sailing in the mid 50s. He told her once that she loved sailing and her Lightning more than she loved him. He was wrong. He died on July 25, 1982, while racing a sailboat.

Dick, Chuck, and Marilyn were three-time Ohio District Champions. Marilyn also crewed in at least fifteen North Americans. Her fondest memory was winning a race in the 1967 NAs in Cleveland. Her "Blue Flag" still hangs proudly in her house. Marilyn competed in ten Southern Circuits in the 60s and 70s.

Marilyn has taught in PYC's junior sailing classes program since the 1970s. She's directed adult sailing camps



and currently holds sailing classes every Saturday and Sunday morning. Each summer she directs a week-long junior sailing camp. In 2007, Pymatuning Yacht Club established the Marilyn K. Maras trophy for the top junior sailor in Group III (10-13 years old).

Marilyn Maras has been involved in the sport of sailing for eight decades, owning and sailing Lightnings for almost sixty years. At the age of 76, she still crews most weekends. She has taught hundreds of juniors and adults both the fundamentals of sailing and what it takes to be winners on and off the race course. She continues to share her love and knowledge with the members and friends of PYC and the ILCA. She is and will always be a inspiration to those of us who have sailed with her, learned from her and have had the privilege of knowing her. Marilyn is truly one of the International Lightning Class Association's awe-inspiring members. Her dedication and commitment is second to none.



*The Maras family*



## We Get Results!

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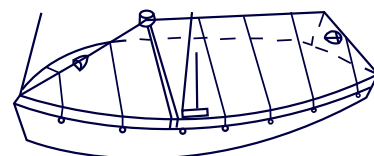
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# Classic Lightning

Bob Astrove — [astrove@hotmail.com](mailto:astrove@hotmail.com)

[http://groups.yahoo.com/group/wooden\\_lightning](http://groups.yahoo.com/group/wooden_lightning)

## #2717

Dr. James J. McCluskey, Founding Curator,  
National Museum of One Design Sailboats And the Great Lakes Small Boat Sailing Museum (founded 1996)



What kind of Lightning has seven masts, is 133 feet long and weighs over 4900 pounds? Surely, a very strange one indeed! Well, it wouldn't exactly pass the Class Measurer's eye, but it could be unique! If you glued together the seven Lightnings owned by the National Museum of One Design Sailboats end to end, it is the best answer! The museum's Founder and Curator, Dr. James McCluskey, has had a love affair with Lightnings since he bought his very first one at age thirteen.

He remembers it to this day—#2140, and he'd probably give his left arm to get it back if it could be found, probably somewhere in Michigan.

Upon launching it, or the attempt to do so, the Lightning sank on its wooden trailer, and it took six guys to stand on the wooden trailer and submerge it enough to lift and slide the Lightning off it. Then, the very next day when he sailed it the first time ever with friends, more memories were made. With heavy winds blowing, he had turned to slide open the drawer under the stern deck to get out his potato chips. Suddenly, he remembers water cascading in over the port side and thinking, "Am I really capsizing? It is all happening in slow motion."

Later the same day, after bailing for two hours, with a tornado sighted just a mile south of the lake and determined to fly the spinnaker, he capsized again, topping it off with a first-rate job of turning turtle. Skippering his second Lightning, #5832, he raced in Fleet #416 at the Clark Lake Yacht Club near Jack-

son, Michigan. He was still a teenager when he bought his first fiberglass Lightning, #10803, in which he became Fleet Champion at the same club.

Is there such a thing as a "Lightning Magnet?" If there is, he fits the description. Thanks to a search by Lightning Class Vice President Robert Astrove and through the generosity of Mrs. Barbara K. and David Thompson, the museum will soon acquire Lightning #32, the third oldest Lightning on record according to the Lightning Class Association database. Several years ago the Great Lakes Small Boat Sailing Museum, sister to the National Museum of One Design Sailboats, acquired Lightning #560. Very recently the National Museum of One Design Sailboats acquired "Phoenix," Lightning class sloop # 858, built April, 1942 by Skaneateles Boat Works in New York on Ebay. Another Skaneateles Lightning, #2717, was also just acquired in Piqua, Ohio. Several of these boats had been lost and have now been added to the database, thanks to Jan Davis, our very capable and organized Executive Secretary. The museum's fiberglass Lightnings on display include #13033, #12690, and #9576, and old Lippencott.

These museums each have a volunteer team of retired restoration professionals. Members are all volunteers, as is everyone at these museums, and their members include retired carpenters and finishing craftsmen who all have a love and appreciation for the natural beauty of wood. The finishing process includes as



many as twenty coats of sanding sealer, marine-grade gloss polyurethane, the WEST system, and final coats of clear gloss Cetol. With each successive coat, hand-sanding with progressively finer grit sandpaper is done, with the final few coats sanded with very fine waterproof sandpaper, giving that “museum-grade, glass-like, showroom finish” to every exhibit.

So why are Lightnings so special? Because they turn heads everywhere they go? Because they are just naturally beautiful boats? Because of their stately rig? Perhaps it was best described by the museum curator's father, John T. McCluskey, Sr., when he referred numerous times to Lightnings as “the Cadillac of sailboats.” “Sailing and sailboat racing is a clean sport and good competitive fun,” his father continued. Ironically, he never raced once and only sailed about three times in his life. His son, the museum's curator, on the other hand, was trained by a former captain of the US Navy's aircraft carrier U.S.S. Enterprise, which he himself had aspirations of doing before a bout with thyroid cancer when he was fifteen. After shoving off for the first time in a twelve-foot Nipper class plywood sailboat, the teacher told the student, “You don't need sailing lessons. You are a natural sailor!”



Of course, these museums are not limited to Lightnings, although there seems to be a plethora of them on display. Our Association's Secretary, Jan Davis, kiddingly says that the museum should register these seven lightnings as a fleet—or is she being serious?! Among the 100+ other boats on display are “Dixie,” a 1966 Melges 38-foot Class A racing scow. Acquired from the Public Museum of Oshkosh, Dixie has a long and glorious history and is especially notable, as she is the last wooden class A racing scow ever built. The museum is also in the process of adding another wooden A scow exhibit to its collection, Nemesis. This rare pointed-bow Johnson A scow was built for and raced by John S. Pillsbury, of the baking and flour company fame and national A scow champion in 1959.

Some of the exhibits in its collection are very unique, including a wooden 32-foot class B racing scow campaigned on Lake Erie against E scows. Another rare boat is the 20-foot fiberglass Shark class folding catamaran, sailed along with sixteen others from Essex, England, to the United States across the North Atlantic. Such beauties as a fiberglass Soling, a wooden Star, and even Olympic class racers like the Finn and Flying Dutchman round out the common one-design exhibits.

The museum's website is also a “work in progress” but makes interesting browsing:

<http://greatlakessmallboatsailingmuseum.webs.com/aboutus.htm>

The museums are located in three states: Ohio, Michigan and Texas and are open by appointment only. Of course, donations of hulls, trailers, masts, booms, sails, sail slides and any other Lightning parts are always welcome.

Fair winds and following seas!





# 2010 Wooden Lightning “Get Together”

July 24–25, 2010  
Geneva, New York



This year's event will be special. We are shifting from Syracuse to Geneva, New York, (about 45 minutes west) in order to join with the Finger Lakes Boating Museum in celebration of acquiring their new permanent home. In addition, we will be joining a fleet of classic Snipe class sailboats for our best celebration of classic One Design sailing yet.

Geneva, New York, is a small college town at the north end of Lake Seneca, the largest of Central New York's Finger Lakes. Clean water and a gentle breeze—I guarantee it.

See the website for a complete description and schedule of events for this fabulous weekend of sailing and boat show fun. We will have our usual fare of daysailing, ultra low-key races, and this year we will also be part of the museum's boat show.



Let the organizers know you are thinking about coming by contacting:

Bob Astrove at [astrove@hotmail.com](mailto:astrove@hotmail.com) or 301-340-9521. Even if you are on the fence, call or e-mail.

Just as important, fill out the registration forms and send them in. THEY MUST BE IN BY JULY 1.

<http://www.lightningclass.org/resources/woodenBoats/annualRegattas/2010info.pdf>

You can preorder lunches via the registration form or bring your own. Also a very nice group dinner is offered Saturday evening.

The NOR posted on the ILCA website also lists possible hotels. Hobart College has some dorm rooms for rent at very reasonable rates.



The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.

**WIMRA**  
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# Coach's Corner

## Location – Location

### Location

Dave Perry

Author of *Understanding the Racing Rules of Sailing 2009-2012*, *100 Best Racing Rules Quizzes 2009-2012*, and *Winning One Designs* offers up these racing tips.

Thank you to US SAILING for sharing them with us.

Just like buying a new home, the key to getting a good start is location, location, location. I divide the starting line into three regions. I call the quarter of the line nearest the pin end of the line **The Pin**, the quarter of the line nearest the race committee boat **The Boat**, and the section in between **The Middle**. Before every start I decide which region and what part of each region I am going to start in.

**The Pin:** I plan to start in The Pin when the pin end is favored (more upwind in an upwind start) or the left side of the first beat is favored (pressure, shift, current). I remind myself that starting in The Pin is the riskiest region, the most difficult to get a good start in, especially if I am slow, and it is the hardest place to find clear air after if I don't get a good start. If I choose to start in The Pin, especially early in a series, I will start at the uppermost area of The Pin, with several boats between me and the pin.

**The Boat:** I plan to start in The Boat when the boat end is favored or the right side of the first beat is favored. I keep in mind that it is relatively easy to get a decent start in this region, and a quick right-hand turn (tack to

port) to find clear air. So this is a good place to start if I know I am slower or less experienced than others. If a big crowd is setting up right at the boat, I slide down to the lower edge of The Boat, with several boats between me and the boat.

**The Middle:** I plan to start in The Middle when the line is relatively square and there is no one favored side, or if I am not sure which side is favored. I remind myself there are likely more open lanes to be had in the middle, and with the usual sag (and especially with a reliable line sight), it is relatively easy to get my bow out in front of the boats on either side of me at the start. It is also the most conservative place to start because it gives the most options for which way to go up the first beat, and it minimizes the risk of being deep in the wrong corner of the beat. If one end or one side is mildly favored, I slide in that direction in The Middle.

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# IX South American Games Medellin Colombia 2010

*Felipe "Pipirigua" Castillo*

Eighteen months ago, the Organization for IX South American Games Medellin Colombia 2010 called me as a President Federacion Colombiana de Vela to coordinate the sailing on Lake Guatape. I immediately set to work making sure that the Lightning was included in these games. Boats racing in the games included Laser Standard, Laser Radial, Sunfish, Snipes and RSX. 180 sailors participated in the event. Four countries sent Lightning teams, for a total of six teams competing.

The second challenge was to get boats for all the foreign teams. Keep in mind that our Lightning fleets are in Bogota (Tomine Lake), which is one hour by plane or almost ten hours by car from Guatape. This was quite an undertaking, but in the end, three very good friends offered their boats for use by the visitors. They made me promise: "you must pay for every little scratch or problem that happens to my boat." So this provided me another additional preoccupation to my activities as a chairman for this championship.

Chile was the first country to confirm their participation, sending two teams: Tito Gonzalez and his team, Sebastian Castaño/Jaime Cases and Juan Eduardo Reid as a second team. They were able to bring one Lightning from Chile. This was a big help, but as always, there is lots of paper work to import and re-export.

Some weeks later, the horrible Chilean earthquake happened, and we received the sad news that Tito's properties had extensive damage, but fortunately without any human casualties. Pedro Robles, Andres Guevara and Pablo Lorca took their place in this Championship, and WOW what a crew!!

Ecuador send the team of Justus Klemperer, Santiago Garcia y Jorge Noreno. They beat the team of Juan Santos in their qualification event!

Brazil sent Claudio Biekarch, Gunnar Ficker and Marcelo Batista Da Silva. Just their names scared many on our South American waters.

Colombia was represented by Santiago Uzcategui, Johan Uzcategui and Jochen Raute as its first team, and Gustavo Tamayo as skipper for the second team. Gustavo had work obligations that made it impossible for him to compete, so I sailed with Javier Delgado and Rodrigo Mora as Colombia's second team—leaving me with a new difficulty, wheather I am sailor or the chairman. IT IS ALWAYS BETTER BEING A SAILOR OF COURSE!

Nine races were run for the Lightning fleet in a place that was like paradise. Over the three days we saw winds from 4–12 knots and very difficult courses. The racing was on flat water. The fleet was very tight and the team making the fewest errors was the one that would prevail. I, of course, made every error in the book.

After the first day Pablo Lorca was in first place, followed by Sebastian Castano and Santiago Uzcategui, Claudio, Justus and my self. We were there but always in the back in the fleet. Some times we had very good races, even if the final results don't show it, but it is true.

After the second day Claudio Biekarck was at the top of the score board, with the Chilean teams, but it was still very tight. At the back of the fleet Justus and I were in a battle to avoid finishing in last place.

After the third day Pablo Lorca, Claudio Biekarck and Pedro Robles consolidated their position in these games. Santiago made a crucial mistake (OSC). In the end I won my "gold medal" — a RUM BOTTLE which I shared with Justus at the conclusion of the Championship.

All the boats got back to Bogota without any damage—except my boat (Murphy's Law).

Chile won two medals, and Brazil won one. But more important than the regatta medals, we want to congratulate all the CHILEAN athletes that participated in these games. They all had so much on their minds after the earthquake and the huge challenges that face their country. But even with all this, they proved themselves to be the best of the best—receiving the Gold Medal in the Lightning sailing event.

Now, my time as the Federation President is over, and I been invited to again serve as Colombia's Lightning Class District Commodore. This is something that I look forward to...bad boys always return to their roots!!

## Medellin, Colombia — March 19–25, 2010

Pos	Name	Sail #	From	R1	R2	R3	R4	R5	R6	R7	R8	R9	Ttl	Net
1	Robles Pedro Guevara Andres / Lorca Pablo	CHI11011	CHI	1	2	1	2	6	1	3	4	4	24	18
2	Ficker Gunnar Biekarck Claudio / Batista Da Silva Marcelo	BRA15333	BRA	3	3	5	1	1	3	2	1	6	25	19
3	Castano Sebastian Cases Jaime / Reid Tagle Juan Eduardo	CHI14742	CHI	6	1	3	5	2	4	1	2	2	26	20
4	Uzcategui Santiago Uzcategui Johan / Raute Pahde Jochen	COL14704	COL	2	5	2	3	5	6	7	3	1	34	27
5	Castillo Genard Felipe Mora Rodrigo / Delgado Javier	COL14704	COL	5	6	4	4	3	5	5	5	3	40	34
6	Klemperer Tama Justus Daniel Garcia Uribe Santiago / Norero Santos Jorge Alberto	ECU14379	ECU	4	4	6	6	4	2	4	6	5	41	35

## **CONSIDER DONATING TO THE ILCA**

### **You Can Make a Difference**

As we move into 2010, please consider making a donation to one of the three ILCA funds. Listed below you will find descriptions of all of our funds. The Class Office will send you a receipt when you make a tax-deductible contribution. While we really like large donations, any amount is welcomed and truly appreciated. Currently, all donations to the Boat Grant program are deposited into the ILCA fund with a notation that this money is to be used only for the Boat Grant program.

*John Faus, ILCA Treasurer*

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

#### **The ILCA Fund**

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

#### **The Boat Grant Program**

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up: the past two summers the class provided fully rigged, insured and competitive boats for worthy teams for the sailing season. The recipients participated in Fleet, District and National regattas.

#### **The Limbaugh Fund**

The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed. Because of Helen and Jay's strong interest in Junior sailing, and their belief that our Juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of Junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

#### **The Mary Huntsman History Fund**

The Mary Huntsman History Fund was formed in 2004 with the primary objective of recovering and properly preserving the Lightning Class heritage. The fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class and who was the first to hold the Historian Vice President position when it was established. Under her Presidency, Mary secured the purchase of Lightning Number One and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat has been restored and is displayed.

***If you are a subscriber to the paper Flashes, this will be your last issue. Please renew your membership immediately to insure continuous receipt of the printed Flashes.***

**Follow the ILCA on Facebook and Twitter**



# Please Donate and Support the Lightning Class

## You Can Make a Difference

**ILCA Fund:** The ILCA fund was established in 1982 as a way to ensure and enhance the long-term operations of our Class. The ILCA fund is directed by a committee of five ILCA members and is supporting the Boat Grant Program and the International Fleet Development Initiative.

**The Helen and Jay Limbaugh Fund:** The Limbaugh fund was established in 1999 to further an appreciation of the joys of Lightning sailing among junior members of the ILCA.

**The Mary Huntsman Fund:** The Mary Huntsman History fund was formed in 2004 to preserve the Class heritage.

**The Boat Grant Program:** The Boat Grant Program provides boats and funds to young sailors who want to experience the high level of competition in Lightnings. The goal is to expose more youth racers to the Lightning.

\* Name: \_\_\_\_\_ \*Address: \_\_\_\_\_  
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**Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.**

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 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_

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 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_  
 Name: \_\_\_\_\_ Type: \_\_\_\_\_ \$ \_\_\_\_\_  
 Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_  
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 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_

**Donations are tax deductible.** A Donation of \$50 or more entitles you to a Gold Circle membership.

Donate to the **ILCA Fund** \$ \_\_\_\_\_ Donate to the **History Fund** \$ \_\_\_\_\_  
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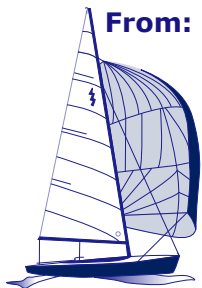
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## Classifieds

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**15379 Nickels.** Loaded with virtually every option. Light grey deck with white hull. North Fisher Main and Jib and R2 Spinnaker, North travel/mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galvanized trailer. Tac Tic Micro Digital Compass. Suunto compass. JCD Carbon Tiller Extension. Denver. 303-321-1350 jerry@crestintl.com Photos

**15279 Allen.** "Blue Jacket" 2 suits North sails, 1 used only for 2009 Worlds. Bryant Spars. Fabricraft 2 piece traveling cover. Carbon fiber hiking stick, mini tac-tick compass/timer. Custom Allen trailer - 3,500lbs axle - 15 in tires, mag wheels suitable for double decking. Full deck mooring cover, rudder and mast covers. \$18,000 Jim McIntosh 315-589-8138 jmcintosh2@rochester.rr.com Photos

**15221 Nickels.** Fully loaded. Excellent condition. Always dry sailed. Light grey deck with white hull and white rubrails.. Full set of North Sail Fisher sails: main, jib, and R2 spinnaker. Second set of North sails. Bulkhead compass. North: (i) Travel/Mooring Cover (top and bottom), (ii) Mast Cover, and (iii) Rudder Cover. Galvanized Trailer. Hampton, Virginia. \$14,500.00. Greg at 757-754-2389 or vasail@yahoo.com

**15010 Nickels.** 2000 triple white Lightning fully rigged and in excellent race condition, 700 lbs. Like new North M/J and practice sails included. Many race upgrades, carbon extension and Swiftcord lines. Galvanized trailer with spare, light bar, mast cover, mooring cover, fiberglass rudder & cover. Nashville, TN, Dave at 615-509-9768 or milan.tweardy@yahoo.com. \$11,500.

**14927 Nickels.** In excellent condition. Dry sailed in fresh water, stored indoors in winter. White deck with white hull. 2 sets North Sails. Tacktick compass. Travel/ mooring cover (top and bottom), mast cover, rudder cover. Galvanized trailer with front mast stand, steel fenders, lights, extra tire. New Jersey. \$10,000. Milan at 609-240-4649 or milan.tweardy@comcast.net

**14890 Nickels** white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. Boat in NJ, contact John Townsend, townsend@drs-c3.com. \$9,600 Photos

**14786 Allen.** Good Racing record and Excellent Condition. North Sails, cover, Trailer. #705 since new and has extra fiber glass on bottom for stiffness plus extras etc. \$12,750 Jon Schwartz smoothsail@hotmail.com 732-241-6660 Red Bank NJ

**14781 Allen-** White hull , grey deck, galvanized Allen trailer, stainless board, excellent condition, North Sails, fresh water sailed, low mileage, stored indoors, minimum weight, price reduced to \$10,500, contact Kirk @ 315-685-5149 or reyno685@yahoo.com

**14702 Nickels.** White hull, white deck blue racing strips. Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. New M-5 main used once. \$7,500. Sam Booke sbooke@hotmail.com 704-358-0407, Charlotte, NC.

**14684 Allen.** White hull, bone deck, black rails. Fully race rigged. New mast 2008, bottom faired 2008. New North sails (M5, 5A+, R-2) lightly used. SS board, practice sails, trailer, trailing covers, mast cover. Minimum weight. \$9,500. Bill Johns (305)495-3832 bjohns@rsmas.miami.edu

**14680 Allen.** White hull, grey deck, speckled red stripe at non skid. Good condition. New trailing cover. Mast cover. Tacktick Compass, Galvanized Allen trailer with wide bunks.. Rigged for racing, 2 sets North sails (M-5, 5A+, R-2) Mast 5 years old. Nashville, TN \$9,500 Bill Killebrew 615-604-1684 billkillebrew@bellsouth.net

**14657 Nickels.** White hull with gray deck. New Bryant mast. Full set of sails in good shape. Mooring cover only 3 years old, and bottom cover in excellent shape. This boat has an excellent race record, it was Skip Diebold's first new lightning and is still a very fast boat. \$8500. Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

**14652 Nickels** i "race ready". 1 main excellent condition and 1 spinnaker never used. Misc other sails. Galvanized trailer, Trailer cover (good condition), Dry mooring cover (average condition), Tack-Tick Micro Compass. \$8,500. Very clean, fresh water sailed , stored indoors. Paul Nagel Nagel@tir.com or (248) 334-1959. photos

**14650 Intermountain.** Composite hull, stiff & light, white hull with grey deck, stainless board, 700lbs with correctors, sails from North and Shore, new Sailors Tailor cover, tapered glass spinnaker pole, tiller with x-10 extension, rudder/tiller bags, mast cover, all go fast controls, Nickels galvanized trailer with wide bunks, excellent condition, \$7300, Toronto, Ontario, Phil 416-779-0857, pjager@htxgroup.com

**14505 Nickels,** light gray, red and blue boot, excellent condition. Lightly used North-Fisher Jib and Main, Goldsmith spinnaker, rudder cover and new mast cover. Nickels galv trailer with excellent tires and new wheel bearings with bearing buddies. Photos \$8,500 Joe Dissette, Mich. 989.631.2133 dissettesail@chartermi.net

**14438 Allen** - White hull, in very good condition. Mast cover, boom tent, rudder cover. SS centerboard. 2 full sets of Shore sails. Fresh water, Lake Champlain VT. Galvanized Allen trailer with wide bunks. \$6600 Peter Tourin ptourin@sover.net 802-899-4008

**14434 Nickels.** In very good condition. Custom extended galvanized trailer. Mast cover boom tent. Rudder cover. Special pin striping. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. Asking \$6,000. Rhode Island. Rick 401.749.3165 Photos

**14397 Nickels** Lightning. Race rigged and ready to go. Slightly faded aqua deck with white interior and white hull with stainless steel centerboard. North Sails Main and Jib, spinnaker by Shore. Envelope style travel cover, mast cover and cockpit style mooring cover. Galvanized trailer spare tire. Bottom re-faired by Guck in 2001 weight 700lbs w/ 5-8 lbs of correctors. Rochester, New York. \$5,500 or offer. Contact Alan at 585-734-8742 or alanmc\_at\_miletrax.com (change \_at\_ to @)

**14310 Nickels,** white, bottom refaired and painted 2001, Allen galvanized trailer, custom top trailing cover, full drysailing cover, 2 suits of North sails, boat has not been sailed for 5 years, in good shape, located in MA \$5000.00 Phone Eric: 978-424-5835 or ericcutting@gmail.com

**14277 Nickels,** White hull with light gray deck. 705 lbs, (weighed in 2008) and in good condition. Includes Trailer, Fisher Main and Jib, 2 Spinnakers. Compass, Travel Cover, and new Fabricraft mast-up cover. \$6,800. Tenafly, NJ. Contact Eric Beck eabeck@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

**14147 Nickels** Three sets of sails. One racing and two practice. Two spinnakers. Mooring cover (one year old) Travel, mast and rudder covers. Light bar. Trailer. Race ready.\$6000. Contact Mike Moody ph# 517-974-3549 email: turfineservices@gmail.com

**14061 Nickels,** excellent condition, all white with blue boot and deck band. All go fast controls, 2 sets North sails, 1 set very light use, 1 for club races. Tack Tick compass and new lines, mast & rudder covers, galv trailer, wide bunks, new bearings & tires 2 yrs old. \$7,300 Joe Dissette MICH 989-631-2133 Photos. dissettesail@chartermi.net

**14008 Nickels** Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

**13859 Nickels** - White hull with white deck. Good condition. Trailer, Mast cover, travel cover and rudder cover. Newer full length hull cover. Complete set of sails. North new jib, new main. Photos available. \$4000 Ed Starback, estarback@gmail.com or 248.755.3128 13211 Blue hull, 2 sets of sails, new stainless steel centerboard, comes with steel trailer. Delaware. Price \$1300.00 call 201-745-5934 swalbrecht823@yahoo.com.

**11278 Allen.** Light blue hull white deck. Active racer in great condition. Lots of rigging upgrades including new mast last year. 2 sets of North sails , one excellent including spin ,one day sail/practice including spin. trailer with spare. New North travel cover (top and bottom) and additional mooring cover. Price \$2500. Croom Maryland. Contact John Gastright at (301) 579-6455

**11117 (fiberglass) Allen,** with Allen trailer. White hull and deck. Bryant Oval Aluminum mast, boom and spinnaker pole. Mahogany rudder and SS centerboard. Rolled deck, quick release turn buckles, port and starboard compasses, cherry splash rails, below deck jib, new dolly wheel. Rudder cover, winch, canvas cockpit cover, tiller extension, hiking straps, 2 paddles, Danforth anchor, 2 floating seat cushions. Sails: 4 jibs, 3 mains, 2 spinnakers( fisher, north, FOGH). stored indoors since 2003. \$2,750. Contact Chuck Ackerman Grand Island, NY.(h) 716-773-4246 (c) 716-861-3632 E-mail: bearship153@verizon.net

**10892 Allen Oval spars,** SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill\_weiss1@juno.com.

**10776 Lippincott.** Fiberglass Hull. Sitka Spruce Spar and Boom. Beautiful Cockpit with Teak Deck / Mahogany Seats/ Trim. Mahogany Rudder / Tiller. 3 Mains, 4 Jibs, 1 Spinnaker. Cockpit Cover. Galv. Trailer w/ Swivel Jack Winter Cover Frame. \$2500 obo. Stamford, CT. Captain Al Papp 203-322-5851. photos and detailed inventory

**10705,** glass /wood seats/ss cb/ 3 suits of sail/trailer/oval rig and boat cover. Many upgrades and water ready. \$2500. John (Mick) Barnes at Jabarnes1@aol.com.

**9250 Fiberglass Lippincott.** White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$1,000 obo Steve Davis 303-807-0750 sda-vis7625@gmail.com Denver, Colorado

**7922** Built by Saybrook Yacht Yard. Trailer 10 years old, in good condition. This boat needs a lot of work, call John for information about it. Best offer. In PA. John Andrews 814-332-0738

**7286 Wooden Lightning** built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Allen Boat trailer made in 2005. 2006 Allen Boat Co. did all the deck hardware. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. pictures available. Ken Lambert, Ontario, CA 905-894-3452 klambert@bell.net Photos

**7216.** Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures. Loads of other stuff. Trailer & dry storage cradle included. Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) wdever@nycap.rr.com(NY) Photos

**6378** Cedar and spruce on low Allen trailer, with two mast/boom set ups. Boat needs rub rails, minor decking and some keelson work. SS c. b, good club sails. \$1200 Obo. Jamie Perkins, Stamford, CT sailski54@yahoo.com 203-687-6959 Photos

**2777,** "Jackie Sue", Skaneateles boat, last sailed 1960. stored inside. all the gear and sails original. Bow lights and hand operated pump. sitting on a wagon made out of an old World War 2 bomb carrier. Except for some dock rash on her transom and some dings and gouges I consider her in exceptional condition for all original. The canvas/painted deck is frayed some at the forward port rub rail. Unless someone wants to turn her into a show piece, I would think minor touch up, soak her and sail her. pics available. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

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If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.